FEDERAL BUREAU OF INVESTIGATION FOI/PA DELETED PAGE INFORMATION SHEET Civil Action# 1:16-cv-01790-02

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\$20 Bills Get Clos

For perhaps the first time, most people in the Portland area know whose picture is on a \$20 bill.

That's because they have been checking serial numbers on bills in their possession against the list of serial numbers being published in The Journal of the \$20 bills extorted from Northwest Orient Airlines in the \$200,000 "D.B. Cooper" hijack of 1971.

The newspaper will pay \$1,000 for the first of the "Cooper cash" to be turned in either to the newspaper or to the FBI.

Publication of the 10,000 serial numbers began in last Thursday's Journal and will be continued in installments until the entire list is reproduced for the newspaper's readers from the official FBI list.

The fate of the man who bought a ticket at Portland under the name "Dan Cooper" and then parachuted into the night with money he extorted from the airline is a baffling mystery. Not so baffling is what happened to those who thought Cooper's road to riches worth trying.

The FBI's breakdown of

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cases, stripped to the bare essentials of date, name of hijacker or hijackers, airline involved, money demanded and results, shows the following, starting with four hijacks ahead of Cooper:

The Carrie

June 4, 1970, Arther Gates Barkley, Trans World Airline, \$100 million, wounded by FBI agents; taken into custody and committed to a mental institution.

May 28, 1971, James Edwin Bennett Jr., Eastern Airlines, \$500,000, overpowered by airline officials; tried and found not guilty by reason of insanity.

June 12, 1971, Gregory Lamar White, Trans World, \$75,000, wounded by FBI agent and taken into custody.

July 2, 1971, Robert Lee Jackson and Ligia Lucrecia Sanchez Archila, Braniff International Airlines, \$100,000, taken into custody in Buenos Aires, Argentina, and incarcerated.

Nov. 24, 1971, unknown subject (Dan Cooper), Northwest Orient Airlines, \$200,000, identity and whereabouts unknown; money not recovered.

Dec. 24, 1971, Everett

Leary Holt, NWA, \$300,000, surrendered to FBI agents; awaiting sentencing.

The Charles of the St.

Dec. 26, 1971, Donald Lewis Coleman, American Airlines, \$250,000, overpowered by crew and charged with aircraft piracy.

Jan. 12, 1972, Billy Eugene Hurst Jr., Braniff, \$1 million, taken into custody by FBI agents and charged with aircraft piracy.

Jan. 20, 1972, Richard Charles LaPoint, Air West, \$50,000, bailed out; taken into custody by FBI agents; sentenced to four years in prison; money recovered.

Jan. 26, 1972, Merlyn La-Verne S. George, Mohawk Airlines, \$200,000, shot and killed by FBI agents.

Jan. 29, 1972, Garrett Brock Trapnell, Trans World Airlines, \$308,600, shot and wounded by FBI agents and charged with aircraft piracy.

April 7, 1972, Richard Floyd McCoy Jr., United Airlines, \$500,000, bailed out; identified; charged with aircraft piracy and sentenced to 45 years imprisonment.

April 9, 1972, Stanley Harlon Speck, Pacific Southwest Airways, \$500,000, arrested (Indicate page, name of newspaper, city and state.)

6 THE OREGON JOURNAL PORTLAND, OREGON

Date: November 26, 197

Author: Rolla J. Crick Editor: Donald Sterling, J. Title: HORJAK

Characters

Classification: Bufile
Classification: 164-2111
Submitting Office: Portland

Being Investigated

by FBI agents on aircraft by FBI on charge of aircraft . piracy.

April 11, 1972, Major Burton Davenport, Continental Airlines, \$500,000, taken into custody by FBI agents but federal charge dismissed by reason of mental condition.

April 17, 1972, William Herbert Greene, Delta Airlines, .\$500,000, taken into custody by FBI and charged with aircraft piracy.

May 5, 1972, Frederick William Hahneman, Eastern, \$303,000, bailed out over Honduras; taken into custody and charged with aircraft piracy; money not recovered.

June 2, 1972, Willie Roger Holder and Catherine Kerskow (of Coos Bay), Western Airlines, \$500,000, arrived Algeria, money returned and both charged with aircraft piracy but at latest reports they were still in Algeria.

June 2, 1972, Robb Dolin Heady, United, \$200,000, bailed out: taken into custody by local authorities; pleaded guilty to aircraft sentenced piracy; to 30 years imprisonment.

June 23, 1972, Martin Joseph McNally and Walter John Petlikowsky, American, \$502,500, McNally bailed out; arrested by FBI and charged with aircraft pira-cy; Petlikowsky charged

with aiding and abetting. July 5, 1972, Dimitri Krestiv Alexiev, Michael Dimitrov Azmanoff and Lubomir Peichev, Pacific Southwest, \$455,000, taken into custody by FBI and charged with air-

craft piracy.
July 6, 1972, Francis M.
Goodell, Pacific Southwest, \$455,000, taken into custody

Server to the same of the contract of the server of the se piracy.

July 12, 1972, Michael Stanley Green and Lulseged Tesfa, National Airlines, \$600,-000, taken into custody by FBI on aircraft piracy.

July 12, 1972, Melvin Martin Fisher, American, \$550,000, taken into custody by FBI and charged with aircraft piracy.

July 31, 1972, George Edward Wright, George Brown, Melvin McNair III; Jean Carol McNair, nee Allen, and Joyce Tillerson, Deita; \$1 million, subjects in Algeria; money recovered.

Aug. 18, 1972, Frank Marcoe Sibley Jr., United, \$2 million, wounded by FBI agents; charged with aircraft piracy end awaiting trial; money recovered.

There have been no hijacks since that.

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icked \$20 Report May Be Secre

Ey RÖLLA J. CRICK Journal Staff Writer

The Journal is making its "Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with parachuting hijacker popularly known as D. B. Cooper.

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlinesprior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to proinformation on the whereabouts of the clusive

The "Secret Witness" plan will enable someone with one or more of the missing bills to surrender the money and still keep his or her identity secret.

Here is how to use the

1. Place the money in a place of your choosing and write down instructions for locating it.

2. Do not sign your name, but on both lower corners of the first page write a code, using any combination of numbers and letters.

3. Tear off one of the corners, making a jagged tear. and verify whether it is in-Keep the torn off corner deed from the Cooper ran-Keep the torn off corner bearing your code and mail the report containing the duplicate code to "Secret Witness," The Journal, 1320 SW Broadway, Portland, Ore. 97201.

.The Journal will, forward

your information to the FBI which will pick up the money som. If it is, that fact will be published in the newspaper.

After that, give the torn off corner you have kept to a trusted friend or to an attorney or to your minister with , instructions to take it direct-

CHOOSE YOUR OWN CODE

(Indicate page, name of newspaper, city and state.)

THE OREGON JOURNA PORTLAND, OREGON

November 26, 197 Date:

Edition: Author: Rolla J. Crick Editor: Donald Sterling,

NORJAK

Character:

Bufile 164-2111 Classification: Portland Submitting Office:

📉 Being Investigated

Ty to the Secret Witness plant coordinator at The Journal. If the codes and torn edges match, your agent will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

The procedure listed in points 1, 2 and 3 can be followed for supplying informapoints 1, 2 and 3 can be followed for supplying information about what has hap pened to Cooper.

Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money. that they have the money.

"Suppose someone had found the money and has been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; Such a person might wel-come the Secret Witness opportunity," Mattson add-There has long been speculation that the hije ker per-ished in his nocturnal leap from the jetliner and that some day a hunter or hiker would find his body or the finding path of the aircraft between Seattle and Reno. It is the contribution of the aircraft between Seattle and Reno. It is this possibility to which Mattson refers.

Where's D.B. Cooper? Journal Reward Aids Search



Have You Seen Him?

HERE ARE artist's composite sketches of parachuting hijacker Dan Cooper who disappeared with \$200,000 from Northwes: 10,000 bills to Orient Airlines jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

The FBI is still looking for him and money. The Journal is offering \$1,000 for first \$20 of that money to be turned in, if money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

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164-2111

List Of \$20 Numbers Spurs Hunt For D.B. Cooper

By ROLLA J. CRICK Journal Staff Writer

The search goes on.

For two years, the FBI has combed the woods for a clue to the location of the airline hijacker who called himself Dan Cooper and of the \$200,000 he extorted from Northwest Orient Airlines.

"We've never stopped looking for the man or the money or both," J. Earl Milne, agent in charge of the Seattle office of the FBI, informed The Journal Tuesday in thanking the newspaper for publishing the serial numbers of the missing \$20 bills.

The baffling Cooper case falls under the jurisdiction of the Seattle FBI office because the actual extortion of the money occurred in Seattle, although the crime had its beginning in Portland.

"Leads continually are being received and we check them out," Milne said.

"But I would like to add my continued plea for people to look for the missing bills. If we could recover just one of those \$20 bills, it would put us far ahead of where we have been."

The Journal is offering \$1,000 for the first of the missing bills to be turned in either to the newspaper or to any office of the FBI. Authenticity of the bill as a part of the Cooper ransom money will be verified by the FBI and then The Journal will pay the \$1,000 to the person who had it.

The reward offer has altracted attention across the nation. Inquiries about it have been received by the newspaper from as far away as Virginia, New York, Los. Angeles and Hawaii.

Reproduction of the FBI's official 34-page booklet of the 10,000 "Cooper cash" serial numbers was started in The Journal Thanksgiving Day and will be continued in installments. Persons who cannot easily obtain copies of the newspaper could inquire at the FBI office nearest their home cities as to whether they could obtain or inspect a copy of the FBI's list.

Since making the reward offer, The Journal has referred to the FBI information coming to it on the finding of part of a parachute at the 6,700-foot level on the northeast slope of Mt. Hood.

The find was recent and may have no connection with the Cooper case, but Julius Mattson, agent in charge of the Portland office of the FBI, said a part of the find is being sent to Seattle for comparison with what is known about the four parachutes delivered to the hijacker. The parachutes and the money were delivered to "Cooper" as ransom for the passengers and some crew members of the jet he commandeered out of Portland.

Milne said the composite picture of the hijacker published on Page I of this edition of The Journal "is the best likeness we have ever had of the man."

The hijacker bought a ticket to Seattle, giving the name Dan Cooper, about an hour before he boarded NWA flight 305 at Portland International Airport on Thanksgiving Eve, 1971. He handed his demand note to a stewardess, displayed what appeared to be a dynamite bomb in the briefcase he carried, and warned, "No funny stuff."

The crew cautioned against intervention from law enforcement people for fear the hijacker would carry out his threat. The jet spent several hours on the ground at Seattle while the money was rounded up. Then the passengers and all but a skeleton crew were released and the 737 took off toward Reno.

The hijacker disappeared from the jetliner after the rear stairway was lowered in flight. So did the money.

Cooper spoke in a low voice and intelligently. There was no particular accent, according to the witnesses, although possibly he spoke as someone from the mid-West section of the United States.

He smoked Raleigh filtertipped cigarets. He was dressed in a black or brown suit, narrow black tie, white shirt, black rain-type overcoat or topcoat and brown shoes. He carried a dark briefcase and a paper bag.

During part of the flight, he put on dark wrap-around sunglasses with dark frames.

He was thought to be in his mid-40s, 5 feet 10 to 6 feet, 170 to 180 pounds and had an olive or Latin appearance. He parted his dark hair on the left and combed it back.

(Indicate page, name of newspaper, city and state.)

2 THE OREGON JOURNAL PORTLAND, OREGON

Date: November 27, 1973

Author: Rolla J. Crick
Editor: Donald Sterling,
Title: #0%JAK

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Classification: 164-2111
Submitting Office: Portland

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Cooper Bill List Creates 'Unusual Interest' In \$20s

Banks in the Portland area are reporting an "unusual interest" in \$20 bills.

They believe the demand for the bills is the result of the decision of The Journal to publish the numbers of all the \$20 bills included in \$200,000 extorted by airline hijacker D. B. Cooper two years ago.

A way calling himself Coop.

years ago.

A man calling himself Cooper extorted the money from.
Northwest Orient Airlines, then apparently bailed out of a skyjacked plane over Southwestern Washington.

John Kodel of First National Bank said all of the tellers of the bank's Head Office

branch had been asked to change money into \$20 bills by persons hoping to cash in on The Journal's offer to pay \$1,000 to the person bringing in the first \$20 bill from Cooper's haul.

The money may also be turned in to any office of the Federal Bureau of Investigation.

Kodelsaid fairly large

Kodelsaid fairly large sums of money were being exchanged for \$20 bills, many by people carrying copies of The Journal's listings.

The largest sum was brought in by a man who laid five \$100 bills on the

(Indicate page, name of newspaper, city and state.)

11 THE OREGON JOURNAL PORTLAND, OREGON

York, Virginia, Vermont, California and Hawaii have been advised to check the numbers of their \$20 bills at local offices of the Federal Bureau of Investigation.

counter and asked for \$20 -

One woman wrote The

saying that she had asked for her Social Security pay-

The Florida correspondent

and others writing from New

ment in \$20 bills. 👍

Journal from Orlando, Fla.,

bills in return," said Kodel.

Bureau of Investigation.

Copies of the numbers also are in the hands of Scotland Yard, Interpol and major police agencies throughout the world.

Date: November 28, 1973 Edition: Author: Rolla J. Crick

Editor:Donald Sterling, J.
Title: NORJAK

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Submitting Office: Portland

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The Journal has received several telephone calls from people who have \$20 bills in which the serial numbers almost match those from the D.B. Cooper hijack loot.

None, however, have matched all the way and thus the newspaper's offer still stands to pay \$1,000 for

L30 440 3028 63A L30 463 568A 69 L30 460 373A 69

129 926 8474 69 129 933 8674 69 129 934 7354 69 129 937 4814 69

130 011 941A 69 130 016 246A 69

\$30 430 510A 69 \$30 432 165A 69

the first \$20 of the Cooper money to be turned in,

. The money given to the man called Cooper was hastily gathered in the Seattle area on Thanksgiving Eve, and additional numbers have 1971. The serial numbers are been published each day exnot in consecutive order, alcept for the weekend edithough the FBI's list, which 120 FEDERAL RESERVE HOTE

514 1524 69 537 7414 69 538 1894 69 538 3054 69

570 649A 69 573 982A 69

L31 L31

is being republished in The Journal in installments, has been arranged alphabetically and numerically.

·The newspaper began reproducing the list on Nov. 22 and additional numbers have The state of the s

L32 409 B74A 69 L32 409 984A 69 L32 410 003A 69 L32 411 399A 69

132 413 8014 69 132 415 8254 69 132 418 3094 69 132 419 0614 69 132 421 0974 69 132 421 0974 69

L32 477 5394 69 L32 480 2154 69 L32 480 7664 69

L32 323 3394 69 132 326 1444 69 L32 327 5854 69

132 406 874A 69 132 407 414A 69

(Indicate page, name of newspaper, city and state.)

THE OREGON JOURNAL PORTLAND, OREGON

Date: November 29, 1973 Edition:

Author:Rolla J. Crick Editor: Donald Sterling, Jr Title: NORJAK

Character: Bufile Classification: 164-2111 submitting Office: Portland

Being investigated

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1 132 553 050A 69	132 615 9394 69 132 698 9464 69 132 754 3374 69 132 843 8804 69	4
1 2132 554 531A 69 ·	~ L32 619 063A 69 - L32 696 986A 69 L32 756 833A 69 L32 844 344A 69	٠.
132 557 79FA 69	132 619 4314 69 132 699 1744 69 132 758 9444 69 132 845 1604 69 132 623 8474 69 132 699 3864 69 132 760 7594 69 132 847 1044 69	7
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- ·	the second of th	اهر مُصفح

The FBI has received sevcral new leads and offers of help in the 2-year-old D.B. Ichased a ticket at Portland Cooper hijacking case since, hijacked a Northwest Orient The Journal effered to pay \$1,000 for the first \$20 of the "Cooper cash" to be turned Julius Matison, agent in charge of the Portland office of the FBI, said every response is followed through

several new ones during the

days the newspaper has been

publishing the list of serial numbers of the bills Cooper

disappeared with, 🚣.

892 2024 49 892 4904 69 892 4904 69 892 5744 69 893 1974 69

132 846 6484 69 132 897 6324 17 132 897 9014 69 132 897 9564 69

898 E2CA 69 903 0424 69 903 4484 69 905 8284 69 907 6144 69

907 6934 69 908 3574 69 908 8934 69 911 1454 67

911 1454 67 911 6664 69 911 7304 67 512 5804 69 914 1304 63

131 004 417. 13. 044 9.78 13. (8. 21)

and that there have been

A man who gave the name Dan Cooper when he pur-Airlines Boeing 727 Thanks-giving Eve, 1971, and extort-ed \$200,000 from the airline. He and the money disappeared when he parachuted from the jet somewhere between Seattle and Reno.

Anyone coming into possession of one of the 10,000 \$20 bills can call The Journal at 221-8374, use the newspaper's Secret Witness if he desires safeguard his identity or bring the bill to the news-

paper or to the nearest office of the FBI. If it is the first one to surface from the money Cooper had, and that fact is verified by the FBI, the newspaper will pay the holder \$1,000. · The Journal/began publish-

ing the list of serial numbers). Nov. 22 and other parts of

the list have appeared each] day since with the exception of weekend editions. Persons unable to obtain copies of the newspaper may, by checking with their nearest FBI office, be able to inspect a copy of the official list there.

133, 163,334A 69 133 163,7854 69

133-177,3524 69 133,177 5894 89

133 192 717A-64 133 192 95ZA 65

L33 193 703A 69 L33 202 3458 63A L33 204 353A 69 L33 204 43CA 69

L33 167; L33 169

(Indicate page, name o. newspaper, city and state.)

THE OREGON JOURNAL PORTLAND, OREGON

\$20 FEDERAL RESERVE NOTE 133 096 4854 69 133 097 7514 69 133 101 0844 69 133 101 7804 69 133 102 4714 69 133 105 7964 69 133 105 9194 69

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133 142 5984 69 133 143 9314 69 133 147 7054 69 133 157 7104 69 133 152 7414 69 133 152 9564 67

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Edition:

Date:

Author: Rolla J. Crick Editor: Donald Sterling, J Title: NORJAK

Characters

Bufile 164-2111 Selector | Ciffee: Portland

November 30, 197

entlaated

\$20 FEDERAL RESERVE NOTE

Could D.B. Cooper Be In Kansas? no encreased and out a think a court

well in Kansas?

PAGE 20

A Wichita resident who heard of The Journal's offer to pay \$1,000 for the first \$20 bill to be turned in from the \$200,000 the man known as Cooper disappeared with two years ago raised that issue in a letter to the newspaper.

He wrote that about the time The Journal began its search for the missing bills a Wichita television station re-

not give his name was passing out \$20 bills to motorists on a turnpike. He reportedly was rewarding motorists who were driving at 50 miles per hour. -

"After reading about Mr. Cooper I got to wondering could be possibly be doing

Is D. B. Cooper alive and ported that a man who would something like this to get rid of the money?" wrote the Wichita resident.

Whatever happened to the money the hijacker Cooper got, none of it has so far surfaced, not even in Kansas and not even with The Journal's continuing reward offer.

(Indicate page, name of newspaper, city and state.)

THE OREGON JOURNAL PORTLAND. OREGON

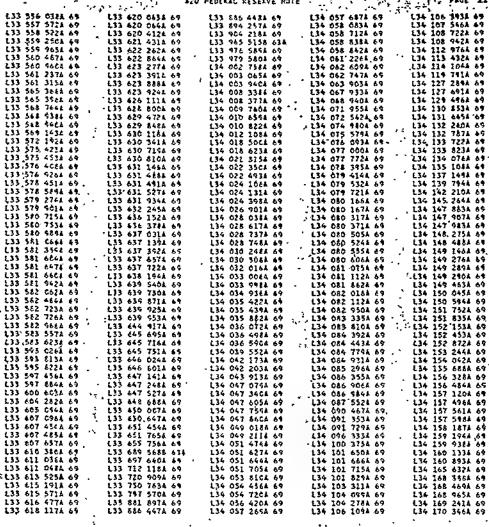
Date: December 3, 1973 Edition:

Author: Rolla J. Crick Editor: Donald Sterling, J Title: NORJAK

Character:

Bufile Classification: 164-2111 Submitting Office: Portland

Y Being Investigated



Cooper Bill Hunt Hits Dixie

The Journal's offer to pay \$1,000 to anyone who turns in the first \$20 bill of the money extorted from Northwest Orient Airlines two years ago by the hijacker known as Dan Cooper has brought a tourist-oriented response from Florida.

"I could not think of a better excuse to visit your beautiful area if I were successful in uncovering one of these bills," wrote C. J. Berg, Lighthouse Point, Fla.

He sent money to pay for copies of the newspaper carrying some of the serial numbers of the missing bills and reported that his area is tourist and pari-mutuel oriented "and it is quite possible that some of those \$20

bills are being circulated here."

For persons who live in areas where it is inconvenient to obtain copies of The Journal, the newspaper advises them to check with their local FBI office for permission to inspect the official FBI list of bills. The Journal is reproducing that list in installments.

(Indicate page, name of newspaper, city and state.)

6 THE OREGON JOURNAL PORTLAND, OREGON

Date: December 4, 1973

Author: Rolla J. Crick Editor: Donald Sterling, J Title: NORJAK

Character:

or Classification: 164-2111

Classification: 164-2111
Submitting Office: Portland

| Being Investigated

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"Cooper Cash"	, ,- measuri	ing 6 by 8 by 27 inches. The Jour-	3
	nai wiii	Day 31.000 for the first bill turned	ı.
STILL NOT FOUND, appar	ently, are any 🛮 in. This	is another page from the FBI's listing serial numbers of the miss-	ì
of the 10,000 \$20 bills that	vanished with booklet	listing serial numbers of the miss-	+
the airline bijacker known a	s D.B. Cooper ing our	rency. Check your \$20 bills against	Ł
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two years ago. When given		ig reproduced over several days in	ī
were in packet weighing 24	& pounds and the new	ימתגתאי,	

the newspaper.

two years ago. When given to him, they were in packet weighing 24½ pounds and

(Indicate p. newspaper, city and beat .,

THE OREGON JOURNA PORTLAND, OREGON

Date: December 5, 1973 Edition:

Author:Rolla J. Crick Editor: Donald Sterling, J Title: NORJAK

Character:

Bufile Characteris 164-2111 Set among titices Portland

delow)

\$1,000 for the first of the bills to be turned

in. Some of the leads involve reports of

persons who look like the artist's sketch? The Journal ran recently of how people on

the jetliner Cooper hijacked think he looked.

(Mount Clipping in \$>

: looked.

More Bills Listed

(Rev. 7-18-63)

FBI AGENTS in Oregon and Washington are checking into some new leads in the baffling Dan Cooper skyjacking case that have come in since The Journal began publishing lists of the serial numbers ofnewspaper, city and state.)

(Indicate page, name of

THE OREGON JOURNA PORTLAND, OREGON

Date: December 6, 1973

Author:Rolla J. Crick Editor: Donald Sterling, J Title: NORJAK

Character:

Bufile 164-2111 Classification: Submitting Office: Portland

X Being Investigated

120 FEDERAL RESERVE NOTE £352351 5778 632 2144 61 4 644 6324 69 4 645 2754 69 645 2954 69 645 2954 69 645 3334 47 444 3144 69 £36 589 1354 69 -5694 69 135 854 7174.69 135 858 4858 634 135 869 4144 69 135 876 2504 69 135 352 1998 69 135 356 271R 631 135 361 8703 638 135 361 8703 638 135 371 4416 638 135 372 4416 638 135 382 1096 638 135 383 4278 69 135 399 5238 638 135 401 4578 638 135 411 2098 638 135 412 628 638 135 415 628 638 L35 352 199# 69 609 610 230A 69 137 651 6274 69 137 656 6928 634 137 657 6314 69 137 681 9124 65 137 707 6784 69 137 707 6784 69 137 716 5694 69 137 728 3318 634 137 739 4668 634 137 739 4668 634 135 876 2504 69 135 876 4154 69 135 869 8334 69 135 548 8854 69 135 575 7974 69 135 975 7974 69 136 014 7744 69 136 014 7744 69 136 027 1164 69 136 049 8878 634 136 049 8878 634 L36 629 076A 69 L36 631 129A 69 L36 667 884A 63J 645 333A 69 646 017A 69 (Inc.:ate page, name of 134 646 3792 69 134 647 6192 69 £36 673 2334 634 £36 681 9764 65 newspaper, city and state.) 136 681 9744 64 136 682 6554 69 136 692 5324 654 136 719 0813 634 136 729 7494 69 136 734 3664 69 136 750 3274 69 136 750 3274 69 134 655 6858 63A 134 682 8768 63A 134 682 8768 000 134 686 6444 69 134 700 5928 634 THE OREGON JOURN A L34 736 886A 69 L34 767 7998 63A 136 054 961A 69 136 D77 40BA 69 137 743 1268-634 137 748 3064 69 PORTLAND, OREGON 137 764 3086 69 137 764 9704 69 137 781 2934 69 137 813 3534 69 137 815 2844 65 L34 775 9488 49 L34 779 C268 638 L34 783 5958 638 L36 092 5574 69 L36 094 1344 69 L36 097 0218 634 L36 110 1368 634 136 718 2484 64 136 790 4764 65 136 790 4764 65 136 803 2424 65 136 803 2424 65 136 818 1504 634 820 2904 69 844 5454 69 136 110 1348 634 136 122 8628 634 136 163 7408 634 136 154 8154 69 136 164 6258 634 136 205 6264 69 136 206 0824 69 136 229 1454 69 137 815 2844 65 137 818 8984 69 137 838 0224 69 137 838 0224 69 137 840 9334 69 137 847 9588 634 137 855 5854 69 137 862 2234 69 137 862 2234 69 137 900 7798 634 137 926 9778 634 137 941 2264 69 138 006 4084 69 138 006 4084 69 134 907 6924 69 134 921 5818 634 134 928 3424 69 134 961 5964 69 134 919 5274 69 136 818 150A 63A 136 843 835A 69 136 852 944A 65 136 912 475A 65 136 968 430A 63A 137 000 146A 69 137 014 3088 63A 137 132 988A 69 137 140 906A 69 137 140 406A 69 137 260 7088 69 137 260 7088 69 134 961 964 64 134 915 5214 69 135 022 1764 69 135 059 1418 634 135 061 4394 69 135 074 9184 69 135 084 9108 634 135 084 9108 634 136 229 1451 69 136 231 7334 69 136 231 7334 69 136 236 7478 634 136 244 4754 69 136 252 7144 69 136 252 7144 69 136 255 2054 69 136 255 2054 69 L35 527 7478 634 L35 527 7818 634 135 527 7818 634 135 534 9040 634 135 534 9040 634 135 537 0138 434 135 546 5438 634 135 548 2384 69 135 554 5464 69 135 563 3138 634 135 563 3138 634 135 571 1958 634 135 577 6318 634 135 597 6008 634 135 697 6008 L35 088 602A 69 L35 095 1954 69 137 268 6094 49, 137-278 9434 69 L38 008, 440A 69 1 L38 040 9428 63A 125 098 7908 63A 136 257 384A 69 136 270 9214 69 136 279 788A 69 135 099 8704 69 -135 108 8504 69 -135 133 6618 634 -135 146 6178 634 137 267 0374 69 137 359 2428 634 137 365 6804 69 137 386 1624 69 137 386 1624 69 137 381 3194 69 1 48 .074 9974 D74 497A 136 220 8264 69 136 323 6714 69 136 351 4178 634 136 358 2264 69 136 355 9184 69 136 382 2484 69 1.38 101 0188 634 110 0774 69 138 110 138 111 135 151 8894 69 135 156 735A 69 135 600 970A 69 135 601 266A 65 135 602 578A 67 135 615 976A 69 135,156 5484 691 135 189 4828 634 138 111 142A ,138 111.377K 137 420 5304 69 137 446 9684 69 137 450 3964,69 135-191 3196 63A 135'194 8948'63A 136 411 963A 69 136 414 413A 69 138 111 497A 138 111 557A 135'194 8948'634 135 202 8358 634 135 207 2268 638 135 231 9154 634 135 230 3468 654 135 235 7448 634 135 247 9058 634 135 247 9058 634 135 275 0254 69 135 292 0074 69 135 293 6164 69 135 293 6164 69 135 343 2558 634 135 349 6158 634 136 437 282A 69 136 437 805A 69 136 441 193A 69 136 443 394A 69 136 443 394A 69 136 464 8448 51A 136 478 291A 69 136 478 656A 69 136 486 461A 69 135 616 8964 69' 135 622 8664 65 135 644 9974 69 135 647 2444 634 138 116 139A £9 L37 450 493A 69° L37 457.06EA 49' L37 457 794A 69 138 116 1434 138 116 1594 138 116 1604 138 116 1664 138 116 2014 138 116 2014 138 116 2444 138 116 2454 137 457 7944 69 137 462 5994 69 L35 647 2444 634 L35 652 0548 634 L35 682 3088 634 L35 704 1908 634 L35 737 8974 69 L35 746 4724 69 L35 764 8174 69 L35 764 8174 69 131 462 3948 69 137 469 4324 69 137 476 1654 69 137 460 6514 69 137 462 3864 69 137, 489 6668 65 December 7, 197 Date: Edition: Author: Rolla J. Crick 136 496 9214 69 136 513 67C4 69 136 535 7578 634 136 571 9264 69 L38 116 249A 69 L38 116 300A 69 L37 508 1524 69 Editor: Donald Sterling, LAT 536 9524 69 LAT 553 8234 69 LAT 557 5904 69 135 807 712A 138 116 421A 69 138 116 449A 69 820 3744 69 135 Title: NORJAK 577 8768 63A 588 653A 69 137 558 381A 69 136 The Journal is offering \$1,000 for the first Beware Bogus Bills of the genuine "Cooper cash" bills to be Character: turned in and is publishing serial numbers FUNNY MONEY circulating in the Pacific Bufile of the bills in installments. But counterfeit-Northwest could complicate the search for 164-2111 ers are circulating \$1 bills with pasted-on \$20 markings. Real \$20 bills do not have Classification: \$20 bills from the money taken by the hi-

a picture of George Washington.

jacker known as D.B. Cooper when he

parachuted from a plane two years ago.

submitting Office: Portland

Being investigated

Despite a scattering of new clues and national publicity since The Journal launched its offer of \$1,000 for the first D.B. Cooper \$20' bill found, the airline hijacker's where-

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abouts is still unknown.

FBI officials report receiving many letters and phone calls - many offering new clues - but no big break in the 1971 hijack of a North-

\$20 FEDERAL RESERVE MOTE

west Orient jet in Seattle.

The Journal will continue running the extensive list of serial numbers until all have been published. The \$1,130 reward will remain valid indefinitely,

> newspaper, city cod state.) PORTLAND, ORFGON

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PAGE 25

THE OREGON JOURNAL

Date: December 10, 1973 Edition:

Author: Rolla J. Crick Editor Donald Sterling, J: Title: NORJAK

Character:

Bufile ٩, 1611-2111

In Officer Portland

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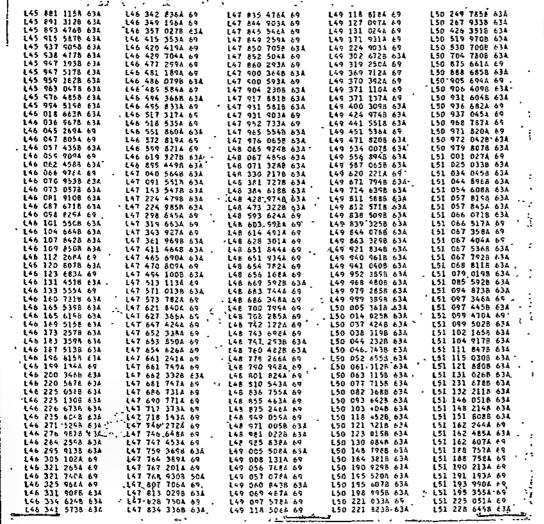
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Pages 28, 29, 30 and 31 of 'Cooper' Bills



Date: December 12, 197; Edition: Author:Rolla J. Crick Editor: Donald Sterling,

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Search For Skyjacked Bills Revives

D.B. Cooper' Song

By ROLLA J. CRICK

Journal Staff Writer

Remember the song, "D.B. Cooper: Where Are You?"
Since The Journal made its offer to pay \$1,000 for the first \$20 bill turned in from the money the man popularly known as D.B. Cooper parachuted into the night with, the song has been played periodically on disc tockey programs.

It had almost faded away,

It had almost faded away, but the new Cooper publicity gave it new life.

It was written by Judy Sword, 25, of Baker, a guitarist now singing in a Yaki-



JUDY SWORD ... writes 'D.B.' song

ma, Wash., supper club. She was in Astoria when the hijack occurred and the name D.B. Cooper was on everyone's lips.

Whether prophetically or not, she wrote lyrics and music within two weeks of the incident and indicated that Cooper died hanging in a tree in the shrouds of a parachute while his stolen money drifted to the ground.

The song further emphasized the D.B. Cooper name in the minds of the pusic in

those first weeks as the search for the hijacker ranged from Seattle to Reno. It enjoyed another brief round of popularity a year ago when FBI agents and Army troops from Ft. Lewis, Wash., combed the woods of Cowitz County.

And now sit's playing again.
Ironically, though, D.B.

Cooper is the wrong name.

Somehow in the first hours after the hijack the name.

D.B. Cooper cropped up and stuck. It may have been because the FBI was checking on an individual whose name

really was D.B. Cooper, but he was in jail at the time of '

the hijack.

When the hijacker bought his Portland to Seattle ticket in Portland, he gave the name Dan Cooper. The FBI now officially identifies the man they want as Dan Cooper. That name was obtained by a process of elimination as the only passenger left on the 727 jeiliner in Seattle after the hijacker let the other passengers go.

Curiously, there was a bona fide Cooper who got offithe still-to-be-hijacked plane at Portland. The FBI investigated him and determined that he had not flown on to Seattle and thus could not be the hijacker. His first name was not Dan; it was Michael.

Dan Cooper was not the right name for the hijacker in any case, the FBI believes.

But whether Dan or D.B. or Rumpelstiltskin Cooper, the FBI would like to talk to him. If he is the hijecker.

him, if he is the hijacker.

And The James
willing to pay to r
first \$20 of "C y
be turned in:
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right.

(Indicate page, newspaper, city and state.)

10 THE OKEGON JOURNA PORTLAND, OREGON

Date: December 13, 197

Author: Rolla J. Crick Editor Donald Sterling, J

Title: MORJAK

Character:

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Journal Completes 'Cooper' Bill

Listing

The Journal in this edition reproduces the last of the official FB1 list of serial numbers of \$20 bills that disappeared with the hijacker known as D.B. or Dan Cooper when he parachuted from a Northwest Orient Airlines jet Thanksgiving Eve, 1971, between Seattle and Reno.

He extorted \$200,000 from the airline that night as ransom for the release of the passengers and some of the crew of the jet he originally hijacked just after it left Portland for Seattle.

To date, neither Cooper nor the money has shown up. The Journal last Nov. 22

offered to pay \$1,000 for the first of the missing \$20 bills to be turned in to the newspaper or to any FBI office in the nation. The offer triggered requests from all parts of the country, by telephone and letter, for copies of the list of serial numbers that the newspaper has been pub-fit.

In checking bills in their possession, many people have come close to matching them with the serial numbers of the missing currency, but so far none of the money Cooper took has been re-

Many readers have prepared their own booklets from the newspaper listings and with this edition those readers will have complete copies of the official document prepared by the FBI and heretofore distributed mainly to financial institutions.

Persons who are missing key editions of The Journal may order them from the Circulation Department by telephoning 221-8240 or writing to The Journal, 1320 SW Breadway, Portland, Ore. 97201. For people who are outside of the normal circulation area of the newspaper, check with the nearest FBI office for permission to inspect a copy of the list there.

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL PORTLAND, OREGON

Date: December 14, 197

Author: Rolla J. Crick Editor: Donald Sterling, J

Title: NORJAK

character:
or Bufile

classification: 164-2111 submitting Office: Portland

Being Investigated

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Where's D.B. Cooper? Journal Reward Aids Learch



Have You Seen Him?

parachuting hijacker Dan Cooper who disappeared with \$200,000 from. Northwest Orient Airlines, jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

Tue-day, November 27, 1973

OREGON O DITTO TO TO THE Eupper-22964

20 Report May Be Secret

By ROLLA J. CRICK Journal Staff Writer

The Journal is making its 'Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with parachuting lújacker popularly known as D. B. Cooper.,

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlines prior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to provide information on the whereabouts of the elusive hijacker.

The "Secret Witness" plan will enable someone with one or more of the missing bills . to surrender the money and still keep his or her identity

ď

Here is how to use the

1. Place the money in a place of your choosing and write down instructions for locating it.

2. Do not sign your name. but on both lower corners of the first page write.a code, using any combination of

and letters.

er off one of the corlakıng a jagged tear. • the torn oil corner ig your code and mail sport containing the duite code to "Secret Wit-" The Journal, 1320 SW cadway, Portland, Ore.

The Journal, will forward

OWN CODE

your information to the FBI published in the newspaper.

After that, give the torn off corner you have kept to a. trusted friend or to an attorney or to your minister with V lowed for supplying informainstructions to take it direct-

ly to the Secret Witness plan which will pick up the money coordinator at The Journal, and verify whether it is in- if the codes and torn edges deed from the Cooper ran- match, your agent will be som. If it is, that fact will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

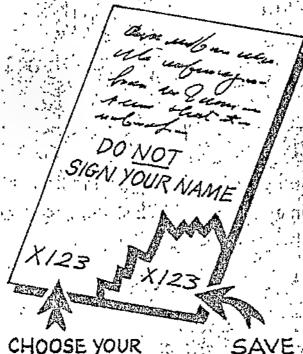
. The procedure listed in points 1, 2 and 3 can be foltion about what has pened to Cooper.

Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money.

"Suppose someone had found the money and has. been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; such a person might welcome the 'Secret Witness' opportunity," Mattson add-

There has long been speculation that the hijacker perished in his nocturnal leap from the jetliner and that some day a hunter or luker would find his body or the money somewhere along the flight path of the aircraft between Searcle and Reno. It is this possibility to which Mattson refers.

(See List of Missing Bills



\$1,000 For Hijacked \$20 Bill Offer Stands

DB Cooper-22966

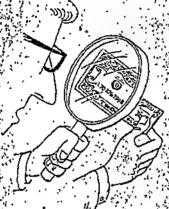
By ROLLA J. CRICK. Journal Staff Writer

"Identity and whereabouts. unknown: money not recovered."

Those seven words sum up what has so far been an ex-'ercise in futility: The combined efforts of law enforcement to mark finis to the so-called "D. B. Cooper caper," the aircraft hijack that changed commercial air travel for everyone.

They also account, in part, for The Journal's offer to pay \$1,000 for \$20, providing the twenty can be verified to be part of the \$200,000 that > the man known as Cooper extorted from Northwest Orient Airlines in an act of air. piracy that began at Portland on Thanksgiving Eve,

The Journal will pay \$1,000 the first person who brings in one of the 10,000 \$20 bills given to Cooper that rainy November night in ransom for the freedom of the passengers and some of the crew of the 727 jetliner



commandeered with a threat to explode a bomb. any FBI field office in the the FBI verifies that the bill is one of those Cooper had in his possession when he parasomewhere between Seattle and Reno.

What Cooper did had re-

The money may be brought either to The Journal or to a nation or any law enforce-; nal will pay the \$1,000 when chuted from the jettiner.

Bork Said On Job Illegally

WASHINGTON (UPI) Sen. William Proxmire, D. Wis., said Friday Robert H. Bork is holding office illegally because, as Proximire sees it, the law limits the tenure of an acting attorney general to 30 days.

In a letter to President Nixon made public Friday, Proxmire expressed fear that any action Bork new total at attarnati danavat

He cited a General Accounting Office opinion of Feb. 22, 1973, which held that 'L. Patrick Gray's tenure as acting director of the FBI had expired,

Proxmire cited a law-providing that, "A vacancy caused by death or resignation may be filled temporarily for no mara than 100 days it

percussions 'no one foresaw at the time. Because it was never really determined what happened to him and the money, a round of skyjackings was touched off inthe U.S. and overseas, some resulting in loss of life, and now, everyone boarding a. commercial airliner is subject to some kind of screening process in a search for .

The so-called "sterile concourse" concept is in force at airports from Portland," Ore., to Portland, Me., and from Seattle to Miami whereby no one enters an aircraft boarding area without screening.

It has worked, for there have been no hijackings in .. the U.S. since August, 1972.

Meanwhile, only Cooperment agency and The Jour ; if he did not die in his leap , -from the jet with the money was successful among the skyjackers and attempted hijackers of U.S. aircraft in the past 24 months.

The FBI has prepared a law enforcement bulletin on the "Futility of Aircraft Hijacking" which shows a long list of persons who have been killed, have been prosecuted, are awaiting prosecution or are identified and being sought as fugitives.

Five hijackers have been killed by FBI agents and six wounded. Passengers have killed one and wounded another. Crewmen have wounded one and three have committed suicide.

Although members of the public have thought of Coop-. er as "the one who got away . with it," most authorities believe that he died, perhaps.

Persons who believe they have one of the missing bills may telephone The Journal, 221-8370.

(See list of bills and story". lished Monday.)

on page 4. There will be no list in the weekend edition of The Journal, but more of the serial numbers will be pub-

Skylab Gyro Fails, Hampers Comet Study

lab 3 flight controllers said Friday that one of the space station's three controlling gyroscopes had failed and, while it did not endanger the



Candidate

NEWEST CANDIDATE for governor is State Treasurer James A. Redden, who an-Inquinced Reider he would

HOUSTON (UPI) - Sky- " three-man crew, it could" cause some minor problems. in a planned study of the earth and Comet Kohoutek.

Flight Director Philip C. Shaffer said evaluation of the malfunction is under way and it "is still too early to tell" what all the effects will

"We believe we can handle this problem," he said.

Skylab 3 astronauts Gerald P. Carr, Edward G. Gibson and William R. Poque, who made a record-breaking Thanksgiving Day spacewalk to repair an earth-sensing antenna, were told of the problem when awakesed.

Shaffer said the gyro cannot be repaired but that it will not cause problems in controlling the normal flight of the space lab during its &4-day mission.

He said, however, that if another gyro fails, then the flight probably would have to be curtailed within 20 2 days. He said there is little. likethood of that occurring.

Shaffer said maneuvering for earth resources or comet photography could be accomplished by use of a reserve system of thrusters on the side of the station Wa

RNAL ASKS: D.B. COOPER, WHERE ARE YOU?

Offered For First

DLLA J. CRICK

\$200,000 extorted from North-tial aid to the two-year long numbers on \$20 bills in their

Writer west Orient Airlines in the investigation of the nation's possession.

"D.B. Cooper skyjack" of most celebrated airline him. The man known as Cooper jacking.

"The offer is made with the lief that if any of the money parachutes, and disappeared by the Federal Bushoon of the missing; can be established by alert somewhere between Seattle pona fide part of the money would be a substan
"The offer is made with the lief that if any of the money parachutes, and disappeared is in circulation, that fact into the rain-spattered night neestigation that the containing any of the missing; can be established by alert somewhere between Seattle pona fide part of the money would be a substan
"The offer is made with the lief that if any of the money into the rain-spattered night readers who check the serial and Reno from the 727 he had commandeered at Port-- land International Airport... Neither he nor the money " have appeared since, but . There is a chance that almost "anyone by now may have" come into possession of one of the bilis.

> To assist in the search for the money, The Journal is ; per. publishing on page 31 the. serial numbers of some of the missing twenties and will publish more of the list on . succeeding days, Serial numbers of the bills that were. delivered to Cooper were recorded before the delivery was made.

 This is the first time that the list of numbers has been made public. Banks and other financial institutions have had a 35-page booklet of the numbers since its prepara-

tion by the FBI shortly after the hijacking.

Journal readers who keep each of the partial lists published by the newspaper will be able to put together their own copies of the complete official list.

The Journal invites other news media to ald in the distribution of serial numbers.

offered a reward of 15 per cent of the extortion money... recovered up to a maximum; that the rear door of the 727 of \$25,000, but the reward ... was opened shortly after has been discontinued, the takeoff and it was assumed airline informed the newspa- . that Cooper had parachuted

The Journal's \$1,000 for \$20 will be paid even if the first bill to be turned in is surrendered directly to the FBI at any of its field offices, once it is established that the bill surfaced because of the newspaper's publication of the list of serial numbers.

. "D. B. Cooper" or "Dan Cooper" is the name assigned to the middle-aged, dark-haired man who boarded NWA flight 305 at Portland Thanksgiving Eve, 1971,

and presented a note to a stewardess. The note demanded money and parachutes and was backed up by display of what the man claimed was a bomb. After negotiations on the ground in Seattle the demand was met and the plane took off for · Reno.

The plane reached Reno, Northwest Airlines initially but Cooper was not to be found.

> A flight recorder indicated about then.

There has been a widespread belief that the hijacker perished in the nocturnal jump. Speculation has ranged from the possibility that his body someday would be found hanging in the shrouds of parachutes caught in a tree to the chance that he and the monev are at the bottom of Lake Merwin near Cougar, Wash., location of an intensive search in 1972.

(See Numbers on Page 31)

Portland, Oregon

Outlasts oper Leger. (inaicate page, name of

By JACK PEMENT

Journal Staff Writer ARIEL, Wash. - The legendary Sasquatch, phantom creature of the rugged forests rising around Lake Merwin, is far outlasting D. B. Cooper as the object of search and conversation among both residents and visitors here.

"He's gone,". Germaine Tricola, operator of the general store at this vacation spot, said flatly of the skyjacker. But of Sasquatch, or the fabled Hairy Ape of these parts, Mrs. Tricola said, "Well, naturally he's still around. Why would he ! leave?"

PATRONS of her store and tavern don't even speak much of D. B. Cooper anymore, except when someone pulls out a crisp \$20 bill. Then there usually is some idle kidding, but it doesn't endure long.

As a matter of fact, Mrs. Tricola wouldn't know one of Cooper's \$20 bills if she saw

one. Despite the proximity of her business establishment to the center of search activity for Cooper in the past appears at her store every year, no law enforcement agency has ever provided her with a list of the marked money Cooper took with him when he leaped from a Northwest Airlines 727 Nov. 24, 1971.

FOR SOME, weeks after and a few from even farther points, stopped in to chat him."

with Mrs. Tricola about Cooper. They obviously were searching for Cooper. They obviously were a few miles up State Highsearching for him, or the way 503, a clerk echoed, meney, but many were illequipped for venturing into Eighty-year-old Harry L. the wilds of this Southwest Reese, who operates Reese's the wilds of the southwest Reese, who operates Reese's the sold Specific Creek

ness picked up, especially when the Army conducted its and ground intense air search for Cooper last are looking for that Cooper spring, "but I didn't get idiot." "but I didn't get rich on it."

person she knows of who re-

mains intent on finding . few days or so to buy some candy bars and beef jerky. .

"HE SAYS he is getting closer all the time," said Mrs. Tricola.

Mrs. Tricola's personal theory is that Cooper "sur-vived and left,"

At the Ariel Post Office it clerk commented, "People

Washington resort area. Store beside Speelyai Creek
Mrs. Tricola's beer busi-at Yale, remarked, "a lot more damn fools are looking for Big Foot (another name for the forest creature) than

REESE considers Cooper And now, about the only an idiot because the skyjacker had "no chance of surviva

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HADRY L SEESE

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the first that the second is believed.

Reese can speak with some authority. He is a member of the Lewis River Search and Rescue Team and helped crganize it. He knows the country, like the back of his hand and holds "a most healthy respect for it." His store serves as a registration center for those planning hikes into the reregistration center for those planning hikes into the remote area, and even now, pasted on a foodcase glass, is a bulletin listing the facts about 20-year old Steven A. Cox of Vancouver, Wash., who registered at the store with Reese in September and then vanished.

"I tried to discourage the from going in there all "Reese said, "but he not to be dissuaded." COULD take years I hers, even with conc di effort, to find the of a lost hiker in In, Reese believes, includes D. B. Coops

Original Hijack Just Fading Memory

By KEN JUMPER
Journal Staff Writer

To many of the public, he is a modern-day Robin Hood or a swashbuckling daredevil cast from the same mold as fiction's Capt. Blood.

To dismayed law enforcement officers, he is the evil genius who became the grandfather of a crime that still is being committed in the nation's airways with alarming frequency.

BUT HOWEVER his actions are assessed, "D. B. Cooper" already has become a legend, a year after he became the first man to hijack an airliner solely for profit and not political reasons.

The saga of "D. B. Cooper," if it can be called that, began at Portland International Airport the evening of Nov. 24, 1971, when he purchased a ticket and boarded

Flight 305, bound for Seattle. Before that Thanksgiving Eve had ended, the man known as D. B. Cooper had presented a note to a stewardess that said he was taking the command of the aircraft, a 727 jet, and he displayed what appeared to her

to be several sticks of dyna-

mite wired together as an

Northwest Orient Airlines

explosive device.

IN THE NOTE, the hijacker demanded \$200,000 in \$20 bills and four parachutes. After some palaver in the air and on the ground at Seattle, his demands were met and the aircraft took off again, bound for Reno at Cooper's instruction.

The plane reached Reno, but D. B. Cooper was not aboard.

A flight recorder indicated the hijacker had opened the rear door of the ancraft at 8:13 p.m., not too long after leaving Seattle. It was as sumed that Cooper parachuted about that time.

THE SEARCH mounted by the FBI and Washington State officials centered in the rugged countryside near Woodland, Wash. Hundreds of men — eventually units of the First Squadron of the 3rd. Armored Cavalry at Ft. Lewis were pressed into duty — and aircraft concentrated.

on the area.

But it was to no avail and as the winter wore on the intensity of the search slack-ened. D. B. Cooper apparently had vanished from the face of the earth.

There was the usual spate of letters to newspapers and law enforcement agencies over the country, purported by authored by the nocturnal parachutist.

ONE SUCH letter, to the New York Times, had a mixture of brayado, remorse and plaintiveness in it.

and plaintiveness in it.
"I knew from the start! that I wouldn't be caught,"
the letter said.

"I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to high risk.

selves to high risk,
"I'm no modern day Robin,
Hood. Unfortunately, I do
have only 14 months to live."

newspaper, city and state.)

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hate, turmoil, hunger and more hate; this seemed to be the fastest and most profitable way to gain a few last grains of peace of mind," the letter writer said.

He went on to point out he is not a boasting man, he left no fingerprints, he wore a toupee and he used putty.

makeup.

"I've come and gone on several airline flights already and am not holed up in some obscure backwoods town. Neither am I a psychopathic kilier. As a matter of fact, I've never even received a speeding ticket," he concluded.

A. MILD and shortlived cuit centered on the daring criminal aprang up in the forms of a recording called "D. B. Cooper, Where Are You?" and some fast operators made a few bucks by issuing Tabirta with time, and other, words emblaroned on them And he became involved to a int of had jokes by so-called comed-

But in the ensuing days, D. B. Cooper fed of from the public consciousness as others took a hand trying to ex-



THIS SIGN greets motorists headed for Ariel, Wash., on state highway 513, in the area where skylacker D. B. Cooper is believed to have parachuted just one year ago.

tort ransom by hijacking an ourplane. Very few of these have been successful and in some cases deaths have resulted.

There are several theories as to where D B Corpe; as today. Some people believe he may be seeing the high spots of Europe or envoying the sai brious chmate of some with American country Others believe his body tray L. rutting up in the Washington mountains while 10 300 \$20 bills gather moid in a shedy gion.

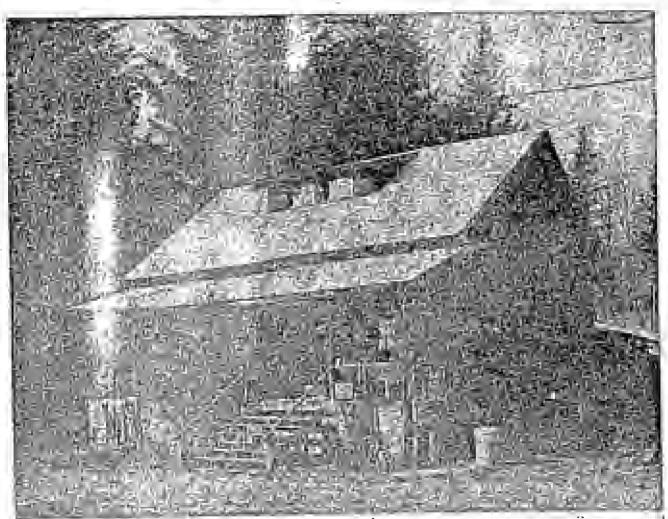
THE FRI is confident that the case ultimately will be

solved. "Some day one of those marked bills will turn up or somebody will talk. Or a deer hunter will find a skeleton," an FBI agent told this reporter.

But the most far-out thenry was advanced by a goverrorent employe with a reputation as a bit of a wag.

"Haven't you heard? he asked. "Of" D. B. found. himself a nice girl up there in the mountains, a nice anquatch girl and they're busy keeping the Bigloot story going."

But then, that's another



GERENAL STURE At Yola survey as ruelerathin handpartiers for Miren familed for the rugged country per-

rounding the spot. One registered hiker, a loner, is missine now after heling warmed whout danger of pres

Cooper Shirt Fad Dies

Wearing a D. B. Cooper for a crew cut. "

Alpine Silk Screen Products Co. of Portland, made - a national stir last winter when it began marketing its " R. Cooper Where Are

You?" T-shirt. It has no shirt these days is about as had an order for any for at square as asking a barber least two months, according to Dennis Dyer, the firm's sales coordinator.

What's moving fast right now, Dyer said, are "Let's Boogie" and "Feeling" Smoovy" shirts.

NORTHWEST A Journal LIVING

Area Where D. B. Cooper is believed to have jumped is perilous for the beexperienced.

Dan Cooper, where are you?

Skyjacker still a mystery year

after jump

By DOYLE WENZEL

Correspondent, The Oregonian

LONGVIEW, Wash.—
Thanksgiving eve, 1971, proved more than turkey and potatoes for residents in Southwest Washington, when a man described as "polite and quiet" touched off perhaps the most publicized hijacking adventure in Ameri-

His plane ticket read Dan Cooper; he wore tinted glasses, a dark suit and a black trench coat.

The middle-aged man boarded a Northwest Airline 727 jetliner in Portland, bound for Seattle. While in the 'jet city,' he produced what he claimed was a bomb and demanded a ransom of \$200,000 and four parachutes. After receiving the ransom

and chutes he parachuted into the night from the plane's open year door somewhere between Seattle and Reno. Officials said he landed some 35 miles north of Portland in the Southeastern corner of Cowlitz Coun-

ty, Wash.

The small town of Ariel, Wash., usually shrouded in heavy clouds and light rain, suddenly became the fastest growing area in the state. But despite FBI agents, police, the Army, area residents and deer hunters, prolonged search of the area was fruitless. What happened to the man called Cooper, and the money, remains a mystery.

The area soon was returned to normal, but the Dan Cooper adventure turned to phonograph accords, sweat all amicanish stories.

FBT agents have expressed doubt that Cooper survived the jump and the freezing temperatures. They believe his body and money are still

in the hill.

Professional skydivers doubt a man wearing street shoes could jump with a 'stunt' parachute of the type the skyjacker used and land in a rough area at night without suffering an injury.

If he did, he surley would have broken a leg, they say: "An Army officer, who was

operations officer of the massive search that lasted several weeks, believes Cooper's body is in nearby Lake Merwin. The lake is 12 miles long and 300 feet deep in spots.

Others believe he had an accomplice waiting for him and the two sped off in a car or fiew away in a small plane after Cooper landed. No one apparently really knows.

Several times throughout the past year, reports of people finding scraps of parachutes, footprints and money have renewed interest in finding Cooper or the cash. But all leads have been without merit.

Persons who have been following the story all year held their breath a few weeks ago when deer hunters found a body in the area where Cooper is believed to have landed. But the body was identified as that of 16-year-old James Annis who became lost in area while hunting lander.

In the nor coral ived

ived per, iterone, veck after the hijacking, a Reno newspaper received a note. It said: "Attention, ... thanks for hospitality ... was in a rut ... (Dan) Cooper."

The envelope was postmarked Oak Dale, Calif. Another letter sent to the Los Angeles Times said he parachuted into the night with the money to buy peace of mind because he had only 14 months to live. Another to a newspaper in 'Henderson, Nev., read: "I'm your hero, the great D.B. Cooper, the cool hijacker turned para-

caused no crash, but sure left old John Law in a stupor." The note was signed "Viva Las Vegas .- (Dan) Cooper."

trooper who bailed out with

the cash, shed no blood,

Law officers thought once this year they had their man when they questioned a 33-year-old champion sky diver who lacked a strong alibi for the night in question and looked remarkably like an FBI sketch of the skyjacker. But he was later released because his height, weight, and age were different from those attributed to the aerial robber.

Dan Cooper, where are you?

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ALEXANDER AUERBACH LA Times-Washington Post Service LOS ANGELES - "What appens to people is news. What happens to reporters isn't," a cigar-chewing Bos-

ion City editor used to shout at reporters who turned in first-person accounts of events they had witnessed.

But what happens if the re-porter is (A) the sleuh who solved one of the most publi-Rized crimes in recent hisfory, or (B) the victim of the cleverest hoax since Clifford

phy of Howard Huges, or (C) both?

per serving the Los Angeles area just concluded a threeinstallment series recounting the "solution" of the suc-cessful \$200,000 hijacking of a Northwest Orient airlines

jet last Nov. 24.

Only at the end of the series did LA tell its readers that the whole account was an apparent hoax that cost the paper's backers \$30,000.

Karl Fleming, LA's editor, says he chose to tell the story in a way that some readers found misleading in order to let them vicariously undergo the same experience he did. Without realizing it, they were reading a story about Fleming, not simply by him.

Hijacking teld

The first installment told of Dan (D.B.) Cooper ("an ordinary, God-fearing, pa-triotic, country club-orient-ed, upward-climbing WASP. engineer") leaving his suburban Seattle home with a briefcase stuffed with two wigs, an altimeter and compass, a makeup kit, gloves and three red flares wired to look like a dynamite bomb.

Fleming, a respected veteran newsman (formerly bureau chief and contributing editor with Newsweek for II years) went on to describe every detail of Cooper's hijacking, in an article that ran some 4,000 words and took five pages of the tabloid, not counting a cover photo and a last-page teaser for the next installment

One illustration showed Xerox copies of three \$20 bilis given to Fleming as proof of Cooper's identity; their serial numbers matched those on the FBI's list of bills that made up the

ransom paid by the airline.

The second piece described how Fleming got the story. While still on News-week's staff, he put a classified ad in newspapers around Oregon and Washington, asking Cooper to contact him.

Later, while Fleming and millionaire Max Palevsky were organizing LA, an intermediary offered to put the newsman in contact with Cooper — for \$30,000. Palevsky put up the money and Fleming flew up to meet Cooper, dragging along two tape recorders, a motion pic-ture camera, two camera-men and \$30,000 in cash. Fraud claimed

The headline on the third and final finstallment read: "Is D.B. Cooper the real D.B. Cooper?" There is considerable reason for doubt, since the men who police say talked to Fleming—and who allegedly took his \$30,000 have been arrested by the FBI on charges of defrauding Fleming of his money.

The arrest took-place on May 2, long before Fleming

wrote his story for LA.
Why did Fleming publish the story in a manner that, led some readers, unaware of the fraud arrest, to bements were the real thing?

Fleming doesn't feel that the initial installment was deceptive, noting that "there were disclaimers in it," referring to two lines near the end: "The foregoing narrative was related to me by the man I believed to be Cooper and, "doubts about whether I had the right man would arise later "I wanted the reader to (Indicate page, name of newspaper, city and state.)

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experience it just exactly as I did," Fleming says. "It's an adventure story, as much about me as about D.B. Cooper, and I wanted to put the reader in my shoes. If the reader was reasonably alert, he would have seen in the press that these guys had been busted by the FBI."

If the man Fleming interviewed was not D.B. Cooper — and Fleming isn't totally sure he was not the hijacker — then he was a masterful con man, to hear Fleming tell it.

"I gave him the whole \$30,000 at our first meeting, after I was convinced that this was D.B. Cooper," Fleming says. "At that point a con man would have taken the money and run like hell, but this guy, Cooper, came back and submitted himself to eight hours of taped interviews, 30 minutes of filmed interviews and still photographs. His intermediary signed a contract (saying the \$30,000 would be used for Cooper's legal defense) with his real name and left his fingerprints all over the contract.

The story was to have been in the opening issue of LA. To avoid charges of aiding a fugitive from justice, Fleming turned his material over to the FBI 10 days before publication (he had told Cooper not to tell him anything he didn't want the police to know.) Included were Xerox copies of the \$20 bills Fleming had been shown as proof of Cooper's identity. The serial numbers matched those on the list of ransom bills but FBI documents experts said that the photocopies indicated that the bills were counterfeit.

With all the information Fleming's subjects had supplied, the FBI at direct rounding them and the subject rounding them are subject.

with their or

duted ning cult dility that he was duped. Tasked that guy questions no con man could have prepared for," he says. "I went over him like a vacuum cleaner."

"I'm not saying that the FBI was wrong, and I would never suggest that they would deliberately distort the facts — though if I, one lonely reporter, could get the story when 8,000 FBI agents couldn't, then that's not the kind of publicity that J. Edgar Hoover, then alive, would want for the FBI."

Noting that "Cooper" was aware the information would be published and get to the police, Fleming says, "It is very, very difficult for me to accept the fact that a mind brilliant enough to concoct a story as sophisticated as the one this guy told me, would be stupid enough to turn around and expose himself to capture this way.

"I don't exclude the possibility that he was both smart enough to pull off the hijacking, sell me the story and spread enough false clues in the story so it would not look right and the FBI would say he isn't the hijacker. So, if he does do any time, it's for fraud, not for hijacking. And when he comes out, the

In that case, of course, if Fleming's series would be a true account of the hijacking, as readers of part one might have thought, not the account of how a reporter got duped, as part three indicates, or perhaps it would be both.

Fleming may have some lingering doubts about the man he interviewed, but Platypus Publications, publisher of LA, appears to have none. It has filed a \$30,000 civil spit against the man arrest bethe FBI, claim ? frauded beca were not the claimed to be

Hunters told watch for cash

SEATTLE (AP) — Hunters moving into the Southwest Washington wilds for the opening of the general hunting season have been asked to look for \$200,000 — the money Northwest Airlines paid to the hijacker known as Dan Cooper.

And they have been of fered a \$25,000 reward if they come up with the whole amount. The reward scales down to 15 per cent of any lesser amount recovered.

—Cooper, the only successful parachute hijacker, is believed to have bailed out of a Northwest 727 jetliner last Thanksgiving Eve somewhere over the Southwest Washington area. The FBI, aided by local authorities and on one occasion by troops from nearby Ft. Lewis, has scoured the area sev-

eral times without success: .

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Ransom Finder's Fees OKd

Northwest Orient Airlines offered a "finder fee" Thursday for return of any or all of the \$200,000 ransom given to the person known as D. B. Cooper in the 1971 skyjacking of an NWA jet during a flight from Portland.

The FBI reported that Donald W. Nyman president

Donald W. Nyrop, president of the airline, has authorized \$25,000 total reward or 15 per cent of any portion of the Cooper ransom money that is returned.

Following the hijacking of the jet on Nov. 24, 1971, \$220,000 in cash plus parachutes were delivered to the aircraft at Seattle in response to Cooper's demands. The jet then departed for Reno where it arrived with-

out Cooper or the money. No trace of man or money has since been found despite searches along the entire route at the time and an intensive search in the Woodland, Wash., area earlier this year.

year.

Nineteen other "Cooper type" skyjacks have occurred since then, but in each of those cases the money has been rcovered on the suspects captured or both. The money was not recovered in one instance when the skyjacker bailed out over Honduras and was caught.

A Coos Bay girl and her boyfriend are living in Algerfa where they took a jet they had commandeered, but the \$500,000 they obtained was returned to the airline by Algerian authorities.

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egacy Of D. B. Cooper

D. B. Cooper inspired a new breed of daredevil (or nutty) criminals to jump out of airplanes with a fortune in stolen

money under their arms.

It is tragic that the man listed as "Cooper" when he bailed out over rugged territory in the Pacific Northwest. wasn't found immediately, for he set a bad example-even by criminal stand-:ards-for those who were to follow his

Cooper, whether dead or alive, has

inever been found.

But the success rate of parajackers since he started the foolish fad ought to convince anyone still toying with a mad scheme of holding up an airline and then jumping to freedom that it isn't

the skies that turned to failure on the be about the only one who hasn't been ground, \$502,000 was taken. But the found-yet. and the same of th

money was found in a field below. In another field, the gun was found. Many believed that a body would be found nearby. But the FBI has a man, charged with the crime, in custody, said to have reached ground safely but without one cent of the half-million-dollar haul that he was unable to hang onto when he hit the blast of air.

The latest of a string of failures by would-be parachute pirates turned into a bloody tragedy as not only the hijackers, but also a passenger, were killed in a shoot-out on the ground. They didn't get a chance to use their parachutes, but others have been tracked and arrested or picked up injured almost routinely since that first jump.

D. B. Cooper started something all In a recent case of terror in right, but the irony is that he seems to

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BI OUIZZES MERCHANTS AFTER THE

D.B. Cooper' Hunt Shifts To Bremerton

The Bremerton Sun reported Thursday that the FBI's search for "D.B. Cooper," the parachuting hijacker who extorted \$200,000 from Northwest Airlines last Nov. 24, appears to be centered in the Bremerton area.

The Sun said personnel of several downtown businesses had been interviewed by FBI agents asking help in identifying photographs of a man they believe resembles the hijacker.

THE REPORT, by Managing Editor Oren Campbell and reporter Denise Kalete, said at least one of the photos appeared to have been taken on a sidewalk of a store that sells wigs. That photograph showld alman with stylishly long, dalk hair.

The Sun said a spokesman at the store, L.H. King Imports, said FBI agents had said the picture was received last week in the mail from an unidentified tipster.

The Seattle office of J. Earl Milnes, special FBI agent in charge of the region, declined to make any comment about investigation in the Bremerton

The FBI recently called off its massive search, aided by soldiers from Ft. Lewis, Wash., near. Woodland in Southwestern Washington where it was believed "Cooper" jumped from the Northwest 727 jet with his extorted bot on the rainy night before Thanksgiving day.

AUTHORITIES said none of the marked currency given to the hijacker has turned up.

The Sun reported the FBI also has questioned William (Jack) Lewis, 32, of Seabeck, Wash., about 20 miles west of Bremerton, who told the newspaper he might know the identity of the hijacker.

Lewis said agents had visited him "at least eight times" since last Saturday, including a visit Wednesday night. He said they informed him of his rights and agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

the newspaper he is sure his prione is "being tapped."

He said he also is a "free lance" civil engineer and a representative of Worldwide Engineering, a firm that markets—among other things—a device for tapping telephone lines—

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LEWIS SAID the man in the pi otographs showed to him by the FBI is not the man he be lieves to be "Cooper." Wirs. David (Joy) Jensen manager of the wig store, said the man in two photographs showed to her looked familiar. "It was just a man that if I saw him I would recognize him," she said, she remembered the man as one of three men who came to the store about who came to the store about three months ago and bought appling after the man in the HBI photos spent an hour thying on wigs of different siyles and colors. She said has unusual that three includes would spend so much time in a wig shop Her shop caters are wig shop. Her shop caters primarily to women.

Mrs. Jensen said one of the photos showed a man with a wig, the other without the wig. She said the pictures were taken in front of her shop.

THE SUN also quoted two barbers and a drugstore cashier who said the FBI, had showed photographs to them, the barbers and cashier said the man looked familiar but they didn't know his name.

"Cooper" is the only extorponist-hijacker yet to be capured. He staged his hijacking on Hight from Portland, Ore., th Seattle. After he was supplied with four parachutes and \$200,000 in \$20 bills, he allowed the passengers to leave the plane. Then he ordered a low. flight at 10,000 altitude to Reno. The hijacker, the loot and two of the parachutes were gone when the 727 landed all iteno. Analysis of flight data later indicated he left the illane over Southwest Washingt

FBt reported hunting bald hijack suspect

BREMERTON, Wash. (AP) — An authoritative source has indicated that a man sought by the FBI in connection with the Dan Cooper case is bald-headed, the Bremerton Sun has reported.

Cooper was the name used by a hijacker who commandeered a Northwest Airlines jet last Thanksgiving ever then apparently bailed out between Seattle and Reno. Nev., after being given \$200,000 and four parachutes. The hijacker originally was described as having short, dark hair.

Several businessmen in Bremerton, including the manager of a wig shop, have reported being contacted by the FBI during the past week and asked to identify a man from photographs. One photograph showed a man with a wig and the other pictured the same man without a hairpiece, the wig shop manager said.

She said the FBI told her the man resembled the hijacker.

The FBI has refused the comment on the reports.

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FBI SEARCHES — J. Fort Milnes, agent in charge, difrects renowed search for elusive "Dan Cooper," with aid of Army Capt. Charles Markham. Morwin Campground is closed to public during search.

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Ariel area 🖜 🗅 in Cooper search

By LEVERETT RICHARDS

of The Oregonian staff

ARIEL, Wash. — The FBI, with the aid of the Army, Wednesday resumed search of the Ariel district for the elusive "Dan Cooper," who hijacked a Northwest Airlines 727 out of Portland Nov. 24 and vanished with \$200,000 ransom money.

Two hundred men and nine helicopters of the First Squadron of the 3d Armored Cavalry from Ft. Lewis, commanded by Lt. Col. Edward H. Bonsall, started searching Wednesday moraing under FBI direction. This area was included in the initial search after the hijacking last November.

J. Earl Milnes, FBI special agent in charge in Washington, would not say why the search was being renewed at this time and place. But other FBI sources said definitely none of the \$200,000 in \$20 bills had turned up and no other hot clues had been uncovered.

Some searchers theorize that "Dan Cooper" will eventually be found hanging from his parachute in a tree.

Five light observation helicopters were being used Wednesday to cruise slowly over the wooded hills on both sides of the East Fork of the Lewis River from Lake Merwin west for 5 miles or more. Four big Huey helicopters capable of carrying 12 fully-equipped troops were being held in reserve to airlift ground searchers into key areas.

The search was being hampered by rain and low clouds which covered the tops of the hills. Army officials said about 150 of the troops were equipped for extended ground searching. Col. Bonsall, who is in charge of advanced training for the 3d regiment, said their search was "good tactical training for the men." Army officers said the search would continue all week.

PP&L buildings used

All troops are bivouacked in buildings made available by Pacific Power & Light Co., which owns Merwind Park on the shores of Lake Merwin just above the dam. Contrary to earlier reports none is based at Camp Bonneville, 17 miles northeast of Vancouver, Wash.

Residents of the area said the FBI for the past couple of weeks has been searching farm buildings in the area. Residents have been asked to sign releases to permit search for "a briefcase or duffie bag, parachute and the person of Dan Cooper."

Residents say as many as four carloads of FBI agents have joined in searching some farms along the river, but others have not been searched.

searched.

Residents report an advance Army cadre inspected
Merwin Park as early as
Saturday, March 18. This
spirit apparently triggered f

spate of rumors that some of the ransom money had turned up in Woodland, Vancouver, or Ariel. One rumor had a small boy finding a \$20 bill south of the Lewis River in the Ariel district.

Milnes had no comment on the rumors, but other FBI sources said none of the ransom money had turned up. Army officers at Ft. Lewis said the FBI had requested Army help last week, before the rumors were heard.

Milnes would only say, "We are continuing our in restigation of the hijacking, and the Army is assisting in the terrain search."

Details withheld

He would not say how big an area would be searched, where the ground search would be conducted or how long the operation would be opntinued.

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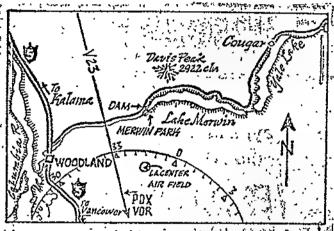
Milnes would not say why the FBI thought the elusive Cooper had bailed out north of the Lewis River. Members of the crew of the hijacked Northwest Airlines flight 305 said they had last talked to the hijacker on the interphone a few seconds after 8:10 p.m. Wednesday, Nov. 24, while they were three minutes north of the Portland VOR airways navigation station.

At their speed of about 240 miles an hour that would have put them 12 miles north of the VOR, south of the Lewis River and about two miles east of Woodland.

Ariel residents report a southwest wind of 25 to 40 miles an hour was blowing at that time and heavy rain was falling. The wind could have drifted the hijacker toward Lake Merwin.

Milnes would make no comment, but other FBI sources have told The Oregonian the man who bought a ticket in Portland under the name of Dan Cooper (not D.B. Cooper as commonly reported) has never been identified.

FBI sources won't say whether they obtained fingerprints from the hijackel mrplane, but if they did they apparently didn't match any in FBI files.



SEARCH AREA — FBI resumed search with aid of Army Wednesday along Lewis River east of Woodland with base at Merwin campground. Hijacker was last heard from 12 miles north of Portland VOR — at point where V23 airway crosses Lewis River.

Clear weather speeds search for skyjacker

ARIEL, Wash. — Clear skies Thursday morning permitted the FBI, with the Army's aid, to expand its search of the Ariel district for traces of Dan Cooper, the skyjacker who bailed out of a Northwest Airlines trijet Nov. 24, 1971 with \$200,000.

J. Earl Milnes, FBI agent in charge of the state of Washington, would not say whether the search had turned up any significant clues to date.

"If there are any developments we will let you know," he said.

Nine helicopters, restricted by rain and low clouds Wejhesday, were out early Thursday searching the tors of the hills obscured by Wedhesday's weather.

About 200 troops of the First Squadron, 3d Armored Cavalry Regiment from Fort Lewis, Wash., were backing up the aerial search with ground search of selected areas. The Army contingent is based at Merwin Park on the shores of Lake Merwin, 12 miles east of Woodland on Pacific Power and Light Co. property.

The lake is on the eastern edge of the area searched intensively by the FBI and county deputies after a man who gave the name of Cooper boarded Northwest Airlines' flight 305 in Portland, later bailing out somewhere between Woodland and Reno, Nev., with \$200,000 ransom money in \$20 bills.

None of the money has turned up and there are no new developments, FBI sources told The Oregonian. The search is part of a systematic tracing of the whols route planned for this spring, FBI sources indicated.

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By DENNIS McCARTHY

among most radio listeners in Gresham, but it may be awhile theore Portlanders hear the time.

Ed Kiebler, program direction to the new record, "D.B. Cooper, Where Are You?" has been phenomenal. "We started playing it a couple with the couple of the coup er, Where Are You?" has been phenomenal. "We started play-record's publisher, told the ing it a couple nights ago and Journal that the record is inasked people to call in and tell tended as a news story set to

MOST CALLERS said they liked the record, on the Thun-of theirecord, distributed to Select Tummy Label by Seattle attle record of theirecord, distributed to Select Tummy Label by Seattle attle record outers Dec. 24, are almost gone, and that she Corp. of Seattle. Only a few is negotiating with a national callers said they disliked the record company. song because if glorified Cooper as a hero.

A check of local Portland radio station managers indicated most have not heard the song or received a copy yet. Che who had received the record said flatly that it isn't worth

The song was written by two Seattle songwriters, Mary Ann Rabdau and Phil Volk Jr., and recorded by Seattle nightclub

entertainer. Tom Journal Staff Writer

A new country-Western record based on the exploits of things like hospitality. You skyjacker "D.B. Cooper" has sure can't beat that Northwest stirred for you shall support the stirred for you shall support the support of t

us what they thought of it," lyrics, rather than an attempt to glorify Cooper or to capitalize on the Cooper name.

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'He showed real heroics'

Skyjacker becomes folk hero

United Press International

Sattle, Wash.

"D. B. Cooper" has become a sort of folk here to some people for his daring parachute escape from a hijacked jetliner with \$200,000 ransom.

It has been six days since the hijacker collected a bag full of \$20 bills in Seattle, released the passengers of a Northwest Airlines 727 jet and had the plane fly to Reno, Nev. He bailed out en route.

"We all like adventure stories," said Otto Larsen, a sociology professor at the University of Washington.

"That hijacker took the greatest

ultimate risk. He showed real heroici features — mystery, drama, romanticism, a high degree of skill and all the necessities for the perfect crime."

Larsen said part of the reason for the public's sympathetic feelings toward the middle-age hijacker was the marked contrast in motivation from earlier plane hijackings.

"This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand it much better," said the professor.

"His was an awesome feat in the battle of man against the machine. One individual overcoming, for the time being, anyway, technology, the cor-

poration, the establishment, the system."

FBI agents, not charmed by the caper, have centered their search along a 15 square mile area near Woodland, Wash., where they believe the hijacker jumped with the loot Wednesday night and may be marooned in the rugged Cascade foothills. So far, they have found nothing.

In Reno, a note signed "D. B. Cooper" and saying "Thanks for hospitality" was turned over to the FBI Monday. The renciled note was addressed to newspaper, Reno, Nev.," and rked Oakdale, Calif., small utheast of Stockton;

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D.B. Cooper' not heroic, letter says

LA Times-Washington Post Service

SEATTLE — Several newspapers received a half-boastful, half-plaintive letter Monday from a person claiming to be the man who hijacked an airliner and parachuted out the back door with 200,000 dollars.

The Los Angeles Times received a copy of the letter, postmarked in Seattle last Saturday, as did the Seattle Times. Copies also went to the New York Times and the Washington Post, the letterwriter indicated. The Washington Post had not received such a letter as of Monday night.

night.
The Northwest Orient 727 airliner was hijacked on the night before Thanksgiving on a flight from Portland, Ore., to Seattle.

The writer of the typewritten letter, which was received in Los Angeles Monday, said that he "knew from the start" that he wouldn't be caught because he wore a disguise, left no fingerprints and used other, unspecified means of confounding authorities.

The letter, the latest of several received by various newspapers, was turned over by the Los Angeles Times to FBI agents. The FBI head-quarters in Washington refused to comment.

"I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risks," said the letter-writer.

"I am no modern-day Robin Hood. Unfortunately, I bave only the models to live. hate, turmoil, hunger and more hate. This seemed to be the fastest and most profitable way to gain a few fast grains of peace of mind. I don't blame people for hating me for what I've done nor do I blame anybody for wanting me to be caught and punished, though this can never happen."

He said he wore a toupee and putty makeup which would make it impossible for anyone to recognize him from a composite picture distributed by the FBI.

"I've come and gone on

"I've come and gone on several air ine flights and am not holed up in some obscure backwoods town," he said. "Neither am I a psychopathic killer. As a matter of fact, I've never even received a speeding ticket."

He typed at the bottom the name "D.B. Cooper," which was the name given by the hijacker when he bought a ticket to Seattle at Portland. Underneath the name on the copy of the letter sent to the Los Angeles Times was this sequence of numbers and letters: "7698 QA 2753." The Seattle Times letter had different numbers at the bottom.

Airline crew members who saw the hijacker before he bailed out between Seattle and Reno said he was between 40 and 50 years old, was about six feet tall and weighed about 175 pounds. They said he had a receding hairline.

The FBI has given no indication of whether it has any good leads on the whereabouts of the hijacker, but did announce Friday that it has released to banks and department stores the serial numbers of the bills he took. The entire \$200,000 was in \$20 bills. Identification will be difficult because the tenthousand series numbers are not in sequence.

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D.B. Cooper slipped by

some airlines don't cooperate

By LEVERETT RICHARDS

jacking plan

THE federal anti-hijacking prog(am has apparently been effective in screening out potential hijackers and other criminals in its first year of operlation,

But not all airlines are cooperating in the program — including one of the eight passenger lines serving Portland

points out Jay Adsen, regional chief of the air transportation zecurity division of the Federal Aviation Administration.



RICHARDS

Nothwest personnel on pas-sengers boarding their Flight 305 in

Portland the night of Wednesday, Nov. 24, the M-famed \$200,000 hijacker would have been caught,

Northwest Airlines does not have a magnetometer in Portland to detect concealed weapons on passengers. Terminal personnel were too busy with ther flights to soreen passengers boarding the Boeing 727 - including the D.B. Cooper who bought a ticket at the terminal and delivered his ticket stub at the boarding door. Temporary facilities used during construction added to Northwest's problems that night, Portland managers explain.

Northwest's terminal personnel are trained in the screening procedures ảnd đợ áise thêm under normal conditions, however, NWA spokesmen emphasizéd.

All airlines at Portland either own magilefometers or shore them with oth er airlines, but the role of the magnetic detector has been greatly over-ombitsiźed, Adsen said.

"Generally, the magnetonicler is prove doubts about a passinger," Adšen säid.

The system repends primarily lipon training of airline personnel and security agents to recognize curtain traits typical of potential lillackers. This "behavioral profile," worked out by the FBI and specialized psychologists, is a well-kept secret. "If a potential hijacker knew what we were looking for he would figure out a way to beat the system," Adsen ex plained.
But it works, Adsen says, pointing to the record. In the mouth of October—a dull though — 185 "incidents" were incorded at the eight airports in the idestern région. Some 30 incidents were related to portunital hijackings; 25 led to afrests for possession of harcolics, mostly fillinand; 18 aliens were arrested for ill-

gal entry; 4 wanted men were arresteđ.

Of the 36 incidents involving airline offenses, 10 involved bomb threats; i were arrested for trying to board a airline carrying a conceled weapon a federal misdeameanor, one was adrested for "threatening use of a weapon;" 3 for threatening air piracy; 4 for making false statements regarding air piracy; 10 for creating disturbances involving airline personnel.

More than 1,000 arrests were made nationally, more than 460 for possession of drugs, about 300 for possession of firearms.

Portland reported four incidents in October; including two wanted men alfrested; one alien charged with illegal entry; and one man for creating a disturbance. Twenty-eight arrests have been made since the program started late in March, Harvey Baynes, Port-

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D.B. Cooper?

land security chief, reports.

November figures are not available, but Michael McGettigan, 811 E. Burnside, was arrested Dec. 1 and charged with "possession of a concealed weapon while attempting to board an airplane."

Western Airlines personnel used the profile system to put the finger on him as he approached the boarding gate. Western isn't telling how they spotted him. A December hearing on his case has been set in U.S. District Couri

The airlines, treasury and entering departments cool is a vision of the FAA and funds out of its \$30 artists fluided to pay it?

paring airlines provide transporation for the caps, who are commonly called sky marshals.

The CSO's spend about a third of their time in uniform as regular customs officers patrolling the air terminal, searching the hand luggage of passengers boarding international flights, and standing by to take over questioning of any passenger who seems to fit the behavioral profile of a potential hljacker.

The rest of their time is spent in civilian clothes flying as sky marshals abourd certain flights. The sky marshals are introduced to the flight crews and are known to the stewardesses. Adsentexplained.

They are rotated between airports to avoid recognition. Their flight assignments come from the Seattle office.

The abrilines usually buy their own magnetometers, which now cost about \$900 each, Adsen said. But a few airport operators provide magnetometers and the FAA has a few which it can this to any airport which has a special security problem — like Portland during President Nixon's visit Sept. 25.

A second generation mangetometer which can pinpoint the location of a weapon as a passenger passes through the boarding gate is now being tested in the East — but will be about three times as expensive as today's magnetometers, Adsen said.

To provide a magnetometer for every boarding gate even at major airports would be prchibitely expensive and provide not worth the cost, Adesen in 18 18. Neither can the FAA exact.

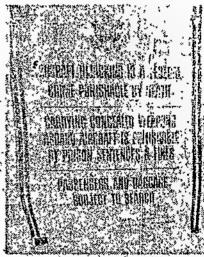
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ds are more costs nts out. But the FA thority to compel di Some cooperate operan but not with on't originate at a!

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months has insisted that the FAA put teeth in its security program and the FAA now proposes to do just that.

If there is not too much industry objection, the FAA propose; to put a



Sign says it all

hew rule like effect after Jul. I giving the FAA alithority to order airlines to participate in the arr program in the hands of safer in the like the public.

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FBI issues list of bills in hijacking

A 34-page list of serial numbers of the \$20 bills given to the parachuting hijacker known as D. B. Cooper on Nov. 24 has been widely distributed to banks and other places where the bills are likely to be passed. Vincent Ruehl, assistant special agent in charge of the Portland office of the FB said Wednesday.

The list indicates the 10,000 \$20 bills given the hijacker were numbered in groups of numerical sequence, Ruehl said, but added he was uncertain if all the bills' serial numbers are known.

"If any of the money turns up, at least we'll have something to go on," Ruehl said.

The hijacker, who commandeered the jet after it took off from Portland, is beguileved to have bailed out with the money somewhere between Seattle and Rend An intensive search of South west Washington turned up nothing.

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Oregonian receives note

'D. B. Cooper' gets around

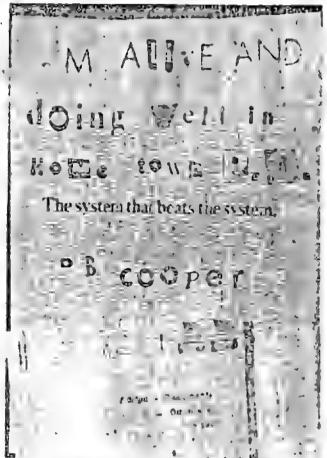
"D. B. Cooper" has turned into a very prolific letter writer, and the ubiquitous skyjacker seems to be turning up all along the Pacific Coast.

"D.E." 's first letter was to the Reno (Nev.) Gezette, in which he thanked the city for its hospitality. Thursday, a letter arrived at The Orggonian, informing its editors that "Am alive and doing well in home town P.O. The system that beats the system. D.B. Cooper."

The letter, composed from clipped magazine advertisements, was received apparently the same day a similar missive reached another newspaper, The Province of Vancouver, B.C.

"D.B." told The Province he had enjoyed the Canadian football championships on Vancouver television Sunday, and also that a Federal Bureau of Investigation circular showing his likeness, "does not represent the truth."

The FBI now has both The Oregimian and Province let the and is running larger print checks. Agents doubt the same man is responsible for all three notes.



BOGUS LETTE? __ sive in Thursday's jocker "D. P. ~_ liner with \$2 s

The Oregonian received this missil, purporting to be from sky-s ," who parachited from an and ransom money. newspeper, city eas a Deter 13 Editiont Authors Editors Title: Character: Class '

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Accomplice may have picked up jet

skyjacker at backwoods landing

By DARYL LEMBKE -LA Times-Washington Post Service

WOODLAND, Wash. — A light plane swept in out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was rainy and windy—no fit night for a joyrding pilot to be landing on the bumpy, unlighted hilltop airstrip near a wooded ravine.

Yet some nearby residents

say that a small plane did land at a little after 8 p.m. Nov. 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

The eyewitness accounts of the strange plane could explain how the hijacker escaped a three-day manhunt, or at least how he had planied to escape if he survived the parachure jump. He could have flad an accomplice who flew in and walled for him, or there yould have been a third party in a oar who picked

him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also combed the wooded ravine hear the airstrip during the manhunt last weekend. The

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BI refuse comment Thursday on the significance of the reports about the small plane.

The airstrip is on property owned by the McCleldan family. Mr. and Mrs. Robert M. McClellan Jr. live in a new house at the south end of the airstrip. McClellan formerly owned a plane but sold it. His parents live in an older house a little farther from the landing field.

Deer hunters and others flying light planes frequently set down on the strip, which is surrounded.

by foot-high weeds, but seldom at night in a rainstorm.

A flight recorder in the commandeered Northwest Drient 727 indicated that the lijacker opened the real goor of the plane at 8:15 p.m.

Mr. and Mrs. Emil Neiger the live just down the roat from the McClellan airstrip said that a little after 8 p.m. they saw what seemed to them a puzzling sight, con-sidering the severity of the storm. "We were gone for a while and came home about 8 "o'clock," said Mrs. Nieger. "L'was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again." '-Two miles down the road to . the west; Mrs. Frank Distefano saw something that made . an impression on her about, 8:30 p.m. "I was home alone when I saw a plane out the back window about, 8:30," said Mrs. Distefano. "It flew oven twice, very low, and it had all pig red light on the tail. It eemed bigger than a light

plane. It was raining and the wind was blowing. I thought, What's he doing out here his time of night?' It was weird to me because we don't see many planes at night here."

Plane seen

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip, said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour br so and then it left," she said.

Opinion on what happened

to the hijacker is divided in Woodland, population 1,650, but interest in the subject runs high because the FBI used an office in the attractive new city hall here as a command post.

"We had more newsmen here than ever before in Woodland's long history," said Bob Reed, editor and publisher of the Lewis River News.

"Woodland is the gateway to great camping and fishing country in the summer."
We got a half a million dollars worth of publicity out of that hijacking."

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By JAMES LONG Journal Staff Writer

Julius Mattson, FBI agent in charge of the Portland office, Tuesday was why the FBI and

shid Tuesday that the public's local authorities singled out tielp is "definitely needed" in the Woodland, Wash., area for solving last week's \$200,000 air a fine-tooth search for the fugi-

the gets away," Mattson smilet pressure as the bandit opened wryly.

HE ADDED: "In a way, I can understand this attitude. The hijacker carried out a well-planned crime. He threat-

ened to blow up an airliner with 42 people and extorted \$200,000 from the carrier. The question, now, is where do we firaw the line?"

Despite some reports of pubic admiration for the bandit who parachuted out of the Northwest Airlines 727, Matt-

son said he knows of no instance in which the public flas refused to help agents investigating the case.

Meanwhile Tuesday, the FBI and local authorities ended their search Tuesday, of the Woodland, Wash., area where

they thought the hijacker may have landed by parachute last Wednesday night.
The FBI is questioning at

least two dozen Northwest skydivers who fit the general de-'scription of the suspect.

At least one of the skydivers reportedly had used several small airports in the Woodland area to practice parachuting, including several night jumps.

ANOTHER lead being followed in the case are possible fingerprints on \$20 bills obtained from the Northwest Airlines ticket counter at Portland International Airport where the bandit purchased a oneway ticket to Seattle.

The bills, and a note mailed Monday to a Reno, Nev., nevis-paper from "D.B. Coopet," are being examined in the FBI Laboratory in Washington,

"D.B. Cooper" was the name given to the Northwest Airlines clerk by the suspect who pur-Uchased his ticket with a \$20

liner hijacking.

"I've read in the newspapers said the 727's crew had detectthat some people think the hij ed a slight shift in the balance
jacker performed a pretty of the plane. Later reports
clever feat and that they hope hinted at a change in cabin ila door. 😬 🤊 🚎 🚎

STILL NOT explicitly clear

newspaper, city and state.) THE OREGON JOURNAL PORTLAND, OREGON

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How'd Ya Do It, Hi

About that sky-diving skyjacker who did the vanishing act with \$200,000 of Northwest Orient Airlines' cash:

The FBI, after combing the likely jump zones on the plane's route, appears embarrassingly befuddled at the present time.

 Several Journal reporters ruined shoeshines, shoes and tempers tromping around in the wet woods looking for clues.

There appears to be only one way to solve this crime:

We are hereby asking the hijacker how he did it:

Dear Hi,

How did you do it?

Sincerely,

Bud Crick and Jim Long

The Journal

P.S. Also, Hi (we hope you don't mind the familiar ad dress), we know this query is apt to touch off a lot of crank mail, so we need proof that you're the right guy. Please send us one of your \$20 bills, of which you'll have 9,999 left, so we can be sure we aren't being "put on" by some cad posing as

We are asking how you performed the hijacking because, to be quite frank, we can't figure it out. Also, the people who made the stunt pilot parachute up in Seattle want to know if

it worked OK.



HAVE YOU seen this man? FBI composite drawings of hijacker is being circulated with request for public help. Description is white male, 6 foot 1, 170-75 pounds, slender, in mid-40s, olive complexion.

Still other reports included other door with ladder-like been created in talks of a "slowdown" in the steps which swings down unplane's speed as the ramp-like derive the the rear of the plane. The BANGE downward by the weight of the steps which swings down unplane's speed as the ramp-like derive the rear of the plane. The BANGE downward by the weight of the steps which swings down unplane's speed as the ramp-like derive the rear of the plane. The bedressed as the downward by the weight of the steps which swings down unplanes to be dressed as the downward by the weight of the steps which swings down unplanes to be dressed as the steps which swings down unplanes to be dressed as the ramp-like derivation of the steps which swings down unplanes to be dressed as the ramp-like derivation of the steps which swings down unplanes to be dressed as the ramp-like derivation of the steps which swings down unplanes to be dressed as the ramp-like derivation of the steps which swings down unplanes to be dressed as the ramp-like derivation of the steps which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed as the step which swings down unplanes to be dressed

John Marr

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"There are three big engine back there," commented Mar tin. "When you consider tha the plane was flying with 16 degree flaps and its wheels down, it would be impossible to distinguish the man's move-ments from the turbulence you'd be experiencing.'

MARTIN ALSO discounted the notion of the parachutist's weight forcing the ramp down-ward to act like a "dive brake." As for the reported change in cabin pressure, he said, "this couldn't have been the case because the cabla wasn't pressurized."

Martin did, however, offer a possible explanation for why the crew and the Federal Avia-

tion Agency pinpointed thered a passenger cabin tempera-Woodland area. hure of zero as the hijacker

He explained that the 727 has waited to parachute out with two rear doors. The first door, the money.

he said, is part of the passend of the "pressure but and lead," and swings inward like had been open during the passend of the p a house door at the rear of the flight, he speculated, the s economy section.

THE RAMP, he said, is an movement which

pless it is deliberatel; 'h' open. He said the

ture of zero as the hijacker

temperature may mai been unbearable . 🖖 🕶

By JOHN PAINTER JR. and ANDREW MERSHON . .

of The Oregonian staff

lain, law officials called off at dusk Friday the second day of an air-ground Search for an airline hijacker who may, allegedly bailed out of the Northwes have parachuted into Southwest Wash. Airlines Boeing 727 tri-jet.

ington wood and farm country with : \$200,000 in ransom.

There were increasing indications Frustrated by low clouds, fog and searchers were pursuing a futile search based on a speculative gamble of where the calm, Latin-looking hijacker

> FBI and other accounts of what prompted the search were contradicted by statements made by the aircraft's pilot and its crew

Varying accounts by officials at the search scene-said, variously, a change in cabin pressure, a pitch in the plane's flight, the time the hijacker last spoke b the captive crew accounted for the hanhunt in the Lewis River area of Southwest Washington, about 20 miles north of Portland.

At search headquarters in the Wood land, Wash., City Hall, officials said the hunt was centered in a 10-by-15mile strip of the Lewis River.

Cursory séarches also were conducted at other possible drop areas further south.

At the height of the search Friday, 25 te 35 FBI agents and Clark and Cowlitz county, Wash., sheriff's deputies were is volved in the hunt, which included some searches of farmhouses in the vi-

At least three helicopters were involved, as well as several patrol boats which cruised Lake Merwin and Yais Lake in the search area near the Cast cade Mountain foothills. .

At one point, helicopter hunters thought they had discovered a white parachute canopy along the Lewis River. It turned out to be a tarpaulin under which youngsters were fishing in the rain, enjoying their Thanksgiving holiday.

j In St. Raul, Minn., Northwest Air imes officials cast doubt on accounds here of where the hijacker might have bailed out

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Northwest official Walt Helmer quot-'ed' Pilot William Scott as saying no crewman had the slightest idea of where the hijacker might have left the plane.
Scott told Helmer he fully expected

the hijacker to be in the tourist section of the aircraft when it landed in Reno, Nev., Wednesday night for refueling en route to the hijacker's announced goal of Mexico City.

Additionally, Scott told Helmer he

chose the Victor 23 route from Seattle and down Oregon's Willamette Valley without consulting the hijacker.

Federal Aviation Authority officials in Portland said the route taken was '99 per cent likely" since it was the hortest low altitude route to Reno. ther routes were available, however, officials said.

The low altitude route apparently was dictated by the hijacker's demand the aircraft fly with its landing gear down, its flaps down 15 degrees, its . rear door open and step down and at ian altitude no higher than 10,000 feel

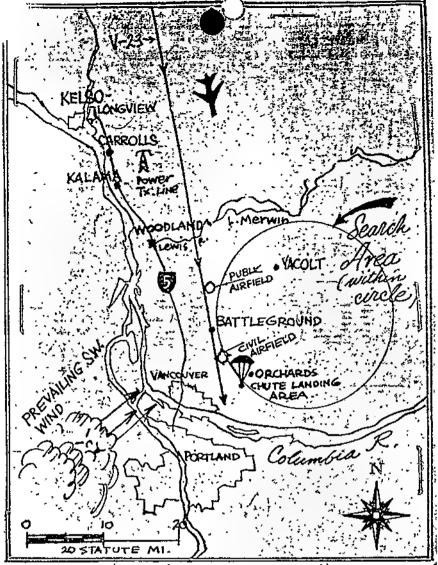
The calm, well-spoken, middle-age lsky pirate apparently boarded the blane in Portland took control en route to Seattle by passing a note to Stewardess Florence Schaffner, 23, of Minneapolis Minn.

I'm thought he was trying to mustle me," she said in St. Paul, Minn., Friday, but the note proved to be a threat to detonate a bomb if he was no obeyed.

At Seattle, the passengers and two stewardesses were freed in exchange for \$200,000 cash and two parachute rigs, each having a main and emergency chute.

The cash in \$20 bills weighing 21 pounds, 4 ounces, was delivered to the 'aircraft in a white canvas bag, officials

In Las Vegas, Nev., the FBI said one parachute rig was found in the plane when it landed in Reno. The drogue filom the reserve chute had beek slashed off, officials said, apparently for use as a container in which to carry the money___



HIJACK ROUTE - Map shows route of Northwest Airlines Boeing 727 jetliner after being hijacked by a middle-aged, Latin-looking passenger. Public airfield, civil airfield and parachute drop zone show possible spots where his jacker may have jumped. Officials speculate he may have gotten bearings from beacon on a power pole near Carrolls, Wash. Winds Wednesday night were from southwest at 25-45 miles per hour.

At Woodland search headquarters, as a number of farms, were along the

officials still said the assumed drop zone was still speculative and that a computer at Ft. Lewis, Wash., had projected a likely search area.

Clark County Sheriff Gene Cotton said there had been several unconfirmed sightings of a man matching the description of the fugitive - mid-40s in a dark suit and raincoat. -:

Officials also speculated the hijacker might have pinpointed his drop zone by a red beacon light just north of the search árēa. 🐪

An aeronautical chart of the area revealed a public-use airdrome close to the search area and a civil airdrome farther south.

Also, skydivers apparently have used allarge open area near Lake Merwin's Ariel Dam-as a jump site. And farther south, there is a designated parachute ; jump site near Orchards.

All of the possible jump sites, as well

jetliner's flight path.

Officials at Woodland reported that poor air visibility had prompted the Army to pull back its helicopters to Ft. Lewis, Wash. The FBI, reports said, would continue searching with donated or rented aircraft.

. The parachute used by the hijacker. was a new, previously untested model; made specially for a Renton, Wash., stunt flier. The reserve chute missing from the aircraft was a ground training model with its canopy sewed shut.

In Seattle, persons familiar with the chutes said the reserve chest chute; could not have been attached to tile. main chute's harness.

The commanditred of the took It dow, the Willamet's a way, -Red Bluff, . Jan., where at una- 1 e. .. and landed it has in a second sparks caused by trance ladder st DB Cooper-23001

Bills Eyed For Prints

By ROLLA J. CRICK and JAMES LONG

Journal Staff Writers

A former Southwest Washington skydiver reportedly is being sought for questioning by the FBI in connection with Wednesday's \$200,000 hijacking a Northwest Airlines passenger plane in which the bardit escaped by parachute.

The FBI at Seattle would not comment on its case, but information received from ofer sources indicated the federal agency is checking out the skydiver report.

According to information obtained by The Journal, the unidentified skydiver practiced with a group within the past year at Frink Airstrip about eight miles north of Vancouver, Wash., and at Goldhein fir Park about eight miles north of Frink.

BOTH AIRPORTS are on the standard "Victor 23" airline route between Seattle and Portland, the path followed by Northwest Flight 305 after it departed Seattle-Tacoma Airport with the hijacker and his loot.

The last voice contact between the plane's crew and the hijacker came at 8:13 p.m. Wednesday near Ariel, Wash., according to authorities. The three airports are a few milutes flying time south of Ariel

"A slight shift" in the balance of the hijacked jetliner was reported as a prime factor in the reason for the search near Ariel, according to the FBI.

THE MOVEMENT was so indefinite that the pilot could not identify it as the result of air turbulence or the exit from the plane of the hijacker. But —the hijacker never answered the crew's attempts to communicate with him after that moment.

The mental picture conjured up in the minds of authorities is that of the hijacker standing on the rear steps of the aircraft as it moved along at 210 miles an hour, 7,000 feet above the generally wooded area and stepping off into space at the precise moment the "slight shift" was noticed.

He weighed 170 to 175 pounds, according to the passengers he released at Seattle, and that weight on the steps of the plane in the air would have been like the pressure on the fag end of a lever.

THE AIRCRAFT flew near stilling speed from Seattle to wird Reno and thus the pilot was extremely sensitive to it attitudes.

The actual flight path, as confirmed by the Federal Aviation Administration, was along the airways known as Victor 23 as far as Red Bluff, Calif., then almost due east to Reno. From Seattle, the jet moved direct to a position over Mayfield, Wash., three miles southeast of Toledo, then passed over the Portland, Eugene and Medford radio navigation markers, thence to the Fort Jones, Calif., intersection west of Mt. Shasta to Red Bluff. There it turned toward Renp.

There were two Air Forde chase planes behind the jet as it left Seattle, but their pilots did not see the exit of the hijacker in the rainy darkness. It was believed unlikely that their radars would have picked up the parachute as it dropped.

THE REAR DOOR of the jet was closed when the plane left. Seattle, but after it was airborne the hijacker, according to the crew, closed the door by tween himself and the control of the door to the then low pushing the plane it was not chijacker instr

fly the jet at

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with its wheels extended and flaps down near 15 degrees as was reported. But a spokes man for the Boeing Co. said "It's about the only way they bould have stayed in the air." The spokesman, John Wheel r, said the hijacker "would have to be familiar" with the 727 to give such instructions, it this was the case.

DENNIS LYSNE, a North-west ticket clerk in Portland, said he sold a one-way economy-class ticket to a man answering the hijacker's descrip-. tion at 1:45 p.m. Wednesday, a full hour before flight time. "What flashes in my mind" faid Lynse, "is dark hair, a leasant voice - nothing to all my attention to him. I esked whether he wanted to go first class or coach, one-way or round-trip. . "He said one-way," and by the time I finished writing the ticket he had a \$20 bill ready to hand me. He didn't have any baggage, which isn't unusual, and I couldn't see wheth: er he was carrying anything

THE FBI soon after the liicking took charge of Lynsels
to bills, presumably for fine
erprintng.

"As far as I know," added
Lynse, "I had never seen him
before."

The FBI described the hijacker as middle aged, olive skin, possibly a Latin, about 175 pounds, wearing a dark suit.

FOG AND RAIN hampered the search in Clark and Cdw-litz Counties Friday morning. Sheriff's deputies abound three helicopters went up riefly but were forced to cut short their first search from the air by low visibility.

Late in the morning, a limited air search was resumed.

SW Washington timberlands scene of hunt for hijacker

Posice with continue Friday an air and land search in the Lewis River area of Southwest Washington for a brazen hijacker who apparently parathuted Wednesday right from a jet irliner with \$200,000 in ransom money and a briefcase allegedly containing explosives.

Clark County, Wash., sheriff's deputies said the hijacker may have jumped from the commandeered Northwest Airlines Boeing 727 jet at 8:13 p.m. Wednesday into a rugged, timbered five-mile-wide corridor between Ariel and View, southwest of Woodland, Wash.

The search, directed by a team of six FBI agents operating out of the Woodland Police Department, was scheduled to begin at 7:30 a.m. Friday.

If the hijackers parachuted from the

plane as officials believe, he made his

Posice will continue Friday an air night jump wearing a new jumested and land search in the Lewis River main parachite and a reserve chute area of Southwest Washington for a which had been sewed shut.

Left behind in the 727 was a second untested back parachute and a finctional reserve chute, officials at Reno, Nev., reported.

The black-suited hijacker reportedly boarded the 'milk run' flight, which originated in Washington D.C. in Portland and took charge while en route to Seattle.

At Seattle-Tacoma International Air

At Seattle-Tacoma International Airport, he released 36 passengers and two stewardesses in exchange for \$200,000 in cash and four parachutes.

He then ordered Pilot William Scott to fly southward to Reno with landing gear and flaps down at an altitude of less than 10,000 feet.

less than 10,000 feet.
On takeoff, the plane climbed to 6,000 feet, then to 7,000 feet at Kelso, Washing and finally to 10,000 feet just north of Portland.

If official estimates prove correct, he made his jump about 7,000 feet at 200 miles-per-hour into subzero temperatures, clouds and winds the U.S. Weather Service said ranged from 20 to 40 knots

The parachute backpack on which the hijacker depended was a new rig specially made for stunt fliers, not skydivers, and had never been used.

"Yep, that's my chute," said Earl Cossey, president of Seattle Sky Sports, when the parachute and harness were steering to him.

Both backpacks supplied the hijacker were made by Cossey, but owned by Norman Hayden, a stunt pilot at Renton Aviation Co.

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Linn Emrick, a Sky Sports employes supplied the emergency, or chest, parachutes turned over to the hijacker.

According to both Cossey and Emrick, the hijacker could not have attached the reserve parachute to the rhain parachute harness.

Emrick said he accidentally gave officials seeking the parachutes one good emergency chute and one practice chute which was sewed shut. The defective chute was missing from the

aircraft when it landed in Reno 3½ hours after leaving Seattle.

Parachute experts in Seattle said it would have been difficult for the hijacker to jump encumbered by the \$200,000 and the briefcase allegedly

containing an explosive device a stewardess described.

Cossey said there was no way the hiincker could have held anything in his

Hands since jumping at that speed would throw him out of control.

However, the jump could have been made safely since the 727 in the college.

Mowever, the jump could have been made safely since the 727 is the only commercial airliner with a tail door which would permit a jumper to miss both engines and the tail section.

After the plane left Seattle, it flew south over Portland, Eugene and Medford, then to Red Bluff, Calif., where it turned east toward Reno.

A Northwest Airlines official said the slow flight was burning so much fuel it was initially believed it would have to and at Medford.

The FBI described the hijacker as "in his mid-40s," about 6-feet, I in hi, 175 pounds, dark hair and a slim build. He wore a black suit and dark glasses.

In Seattle, FBI officials said a composite drawing of the hijacker may be available Friday.

nAnd in Las Vegas, an FBI source skid the airliner had been dusted for fingerprints Thursday and they were the route to FBI headquarters in Washington, D.C., for possible identification

Accomplice may have picked up jet

skyjacker at backwoods

landing strip

By DARYL LEMBKE

WOODLAND, Wash. — A light plane swept in out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was rainy and windy—no fit night for a joy-riding pilot to be landing on the bumpy, unlighted hilltop airstrip near a wooded ravine.

Yet some nearby residents

say that a small plane did land at a little after 8 p.m. Nov. 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

The eyewitness accounts of the strange plane could explain how the hijacker excaped a three-day manhunt, or at least how he had planned to escape if he survived the parachute jump.

He could have had an accomplice who flew in and walted for him, or there could have been a third party in a car who picked

him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezoused with a pilot at another, nearby attracting the might before the Hijacking and went for what could have been a pre-injack scouting flight in equally bad

weather.

Those who say ithey saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also dombed the wooded raving the granhant last weekend. This

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The airstrip is on prop! erty owned by the McClellan family. Mr. and Mrs. Robert M. McCiellan Jr. live in a new house at the south end of the airstrip.

McClellan formerly owned
a plane but sold it. His parents live in an older house a little farther from the landezg field.

Deer hunters and others flying light planes frequently set down on the strip, which is surrounded

by foot-high weeds, but seldom at night in a rain-

A flight recorder in the Northwest commandeered Orient 727 indicated that the hijacker opened the rear door of the plane at 8:13 p.m.

Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said that a little after 8 p.m., they saw what seemed to them a puzzling sight, considering the severity of the storm.

"We were gone for a while and came home about 8 o'clock," said Mrs. Nieger.

"I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

Two miles down the road to the west, Mrs. Frank Distelano saw something that madan impression on her about 8:30 p.m.

"I was ho be alone ...

plane. It was raining and the wind was blowing. I thought What's he doing out here this time of night?' It was weird to me because well don't see many planes at night here."

Plane seen

, Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip, said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour or so and then it left," she said.

Opinion on what happened ~~· . 4 15 17 64

to the hijacker is divided in Woodland, population 1,650, but interest in the subject runs high because the FBI used an office in the attractive new city hall here as a command post.

· "We had more newsmen here than ever before in Woodland's long history, said Bob Reed, editor and publisher of the Lewis R News.

"Woodland is the gat. to great camping and ing country in the suit. We got a half a mill: lars worth of publicing that hijechin-

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acked crew

By MILES GREEN

of the Oregonian staff

"No funny stuff," said the middleaged hijacker with what appeared to a dynamite bomb in his briefcase.

And, the crew of the Northwest Airlines Boeing 727 jetliner indicated the same message to authorities as the plane headed for Seat-

William Rataczak, first officer of the plane hijacked last Wesneday between Portland and Seattle, recalled Monday that he insisted that the crew of the plane be given the final say before there was any intervention or at-tempt to disregard the hijacker's demands. His con ments came during a tellphone interview from his home in Burnsville, a suburb of Minneapolis-St. Paul,

This insistence was based at least partly on his awareness of an earlier hijaoking of a private plane in which three persons died after the? FBI rushed the plane as it, was refueling in Florida.

"I said when, and if, we, wanted assistance we would dalf for it and I asked that there be no outside intervention or interference unless asked for," said Rataczak. As far as he knows, this re

quest was followed, added the first officer, as he lauded ali those who worked to help assure the safety of the passengers and the crew.

Hijacker confident

While the crew cautioned against unrequested intervention from outside authorities, it worked to gain and maintain the confidence of the hijacker, he added.

Once the hijacker had made his demands known, almost all communication with him was through one of the stewardesses, Tina Mucklow, Rataczak' said. The three crew members who were in the cockpit never say the hijacker, he said.

The macker ordered Miss Muckley to sit beside high inother -stewardess, Flore: : Schaffner, took his reque is for ransom to the cockpit of the plane.

Rut wak said the hijacker appeared to be "as rational as see one could be who

(Mount Clipping in Space Below)



WILLIAM RATACZAK

would do something like that." Because the hijackel did not appear to be emo tional, the crew felt that i could keep the situation is (han) if it went along with his requests, he added.

Food requested

He said when Miss Muck-low told the hijacker the crew had been on duty forsome time, and might become tired during the trip south, the hijacker said he had some benzedrine which they could take if they needed it. The hijacker also made sure there was food put on the plane so the crew could eat, added Rataczak.

He also reported the crew did not have any indication the man had left the plane it fany certain time, and wis 'pleasantly surprised" while it found that he was not on board when the plane landed in Reno.

He said the captain at-

with the hijacker via the public address system as the plane approached Reno. He said William Scotf, pil lot of the plane, said over the public address system that the plane could land with the rear stairway down (as it

tempted to communicate

was after it had been lowered by the hijacker), but there might be damage to the stairway which would make it impossible for the plane to take off again. He said the message was given in case the hijacker was aboard, and wanted assist-ance in raising the stairway.

"When we didn't get any answer, we decided to land anyway. But, up until we shut the engines down we as: sumed that he was still with us. We were pleasantly surprised when we examined the aft (rear) cabin and found that he was not there, said Rataczak.

. He reported that all members of the crew expect to resume their regular duty in December, as scheduled, but they will not by flying to

gether.

Flight crews change every month, he explained, and the trip during which they were hijacked was the last in Novamber for the crew.

He said the hijacked flight was during the first day of what would have been four-day trip together as a crew_

"We were looking forward to flying next from Seattle to Miami for some sunshine," said Rataczak.

The passenger who boarded in Portland using the name D.B. Cooper, changed all that, though, He was headed south, but not to Miami - at least not directly and herwas to provide an! experience for the crew that they had discussed, but had beed would never happen, Rataczak spid.

" "Of course we have talked" about the possibility of this, happening, and have dis-cussed the procedures to be g followed if it does. But, each, situation is unique. Our only hope is that it never happens, again, to unyone," said Ra 🧎 taczuk.

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Canny skyjacker

Authorities who have been trying to find a trace of the skyjacking parachutist for the past several days in the Clark County, Wash., footpills admit that this was no ordinary aircraft pirate of the type that has made Cuba a stop on far too many flights in recent years.

He was canny enough to know that a Boeing 727 was one of the few commercial planes from which a person could bail out without danger of colliding with engines or flaps. He obviously knew something about parachutes, as well.

He evidently was convinced that no one would endanger the lives of passengers and crew by trying to subdue him after he had shown a stewardess a real or simulated bomb shortly after the Northwest Airlines plane took off from Portland International Airport. He appeared equally rertain that the \$200,000 in cash he ordered would be produced in Seattle, along with the parachutes.

The perpetrator of one of skyjacking's most bizarre incidents had planned his crime with upmost thoroughness. Therefore, it is quite probable that he did not jump into the black night over Clark County, as surmised, but stayed with the plane a bit longer.

door of the plane was opened and the ladder descended, soon after the pirate and crew exchanged their last words over the intercom. This is the basis for the search in Southwest Washington. But a man bold enough to stage such a crime and to parachute from a jetliner at 200 miles an hour in darkness and bad weather might well have staged the bail-out to confuse the authorities and to have jumped later.

He may have been foiled in the end by the elements. He may be dangling from a tree spmewhere in the Oregon mountains, the \$200,-00 of no use to him.

Whatever the answer may prove to be to the questions raised by the skyjacking, the man who committed it cannot be regarded as a Robin Hood. Some people are said to sympathize with the fugitive, holding him in esteem for his boldness and his victory, temporarily at least, over the system and its technology. This is akily to the folklore of earlier years when bank robbers and gangsters sometimes won public admiration. The parachuting skyjacker is—or was—a criminal who endangered his fellowmen in a bizarre effort to enrich himself.

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\$1,000 Reward For A 'D. B.' Twenty

PORTLAND, Ore. — (UPI) — \$1,000 for a \$20 bill — that's the offer made yesterday by the Oregon Journal.

The Journal announced it will give a \$1,000 reward for the first \$20 bill recovered from the loot collected two years ago by D. B. Cooper, and still missing parachuting airplane hijacker.

The Journal said it was making the offer in accordance with an FBI statement that obtaining any of the \$200,000 extorted from Northwest Orient, Airlines would aid its investigation.

A passenger listed as Dan Cooper boarded a Northwest Boeing 727 jetliner here Thanksgiving Eve 1971, hijacked the craft, forcing Northwest to give him the \$200,000 in \$20 bills at Seattle, then ordered the plane crew to fly to Reno, Nev.

When the plane landed at Reno, Cooper, later Tabeled D. B. Cooper, was not aboard. The flight crew and FBI believe he parachuted from the plane over Southwestern Washington.

No trace of either Cooper or the money ever has been found and officers admit they are baffled. Many believe he was killed when he parachuted and that his body and the money may someday be found in the rugged mountains north of Portland by some hunter or hiker.

The Journal said it made its offer in belief that if any of the money from the extortion is in irculation its readers may turn up one of the bills.

The paper ran a list of some of the serval numbers and said it would publish more later.

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Skyjacker, \$200,000 Elude 3-Year Search

By B. J. McFARLAND

PORTLAND, Ore. (UPI) — What happened to D. B. Cooper, history's first and only successful parachuting sky bandit?

Where is he and where did he stash the cash?

 Three years ago on Thanksgiving Eve Cooper boarded a Northwest Orient Airlines flight in Portland for a short hop to Seattle.

The plane wasn't off the ground five minutes when it all started.

Cooper, threatening to set off an explosive, demanded and got \$200,000 in \$20 bills delivered, along with three parachutes, to the plane in Scattle.

After allowing the passengers to get off, he ordered the crew to fly the 727 to Reno. following a course down western Washington and Oregon before cutting across the mountains. Somewhere en route he bailed out the tail exit.

No trace of Cooper or the money ever was found.

It set off a chain of similar sky-

jackings that changed the face of air travel.

But only Gooper beat the law at taking the money and jumping. The law still is looking for him.

"The case is an active one, not only here but throughout the United States," said Julius Mattson, agent in charge of the Portland FBI office.

"We're still getting leads," he said, "but not quite as heavy as we were. The case still is in the public mind and when the public thinks of it, it also thinks of us.

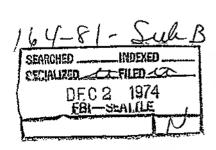
"There really has been no substantive development. The work now is mostly eliminating possibilities, proving or disproving tips.

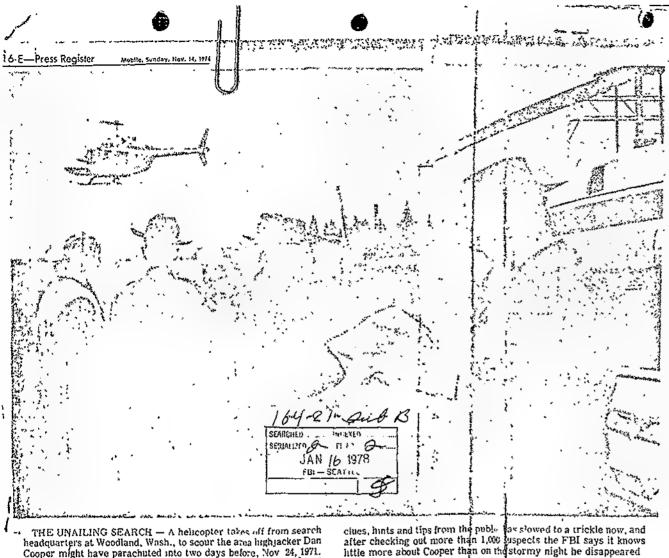
ities, proving or disproving tips.
"Not one of the \$20 bills has turned up."

Gooper apparently strapped the money to his body for the jump. A theory that he may have fallen into Lake Merwin east of Woodland in southwest Washington a bout 30 miles north of Portland could not be proved following an exhaustive search by the FBI and Army troops from Ft. Lewis, Wash.

Sub-B

Pittsburgh Press 11/24/74





SKYDIVER INTO OBSCURITY - This is an artist's composite drawing of the hijacker known as Dan Ccoper who leapt into history on Nov. 24, 1971. He parachuted from an airliner somehwere over southwest Washington state with \$200,000 in \$20 bills and there's been no sign of him since - although for a time he did live on as a folk hero of sorts. (Mobile Press Register AP Newsteatures Photo)

Exhaustive searches at the time brought no results. The flow of

viacker still mys

EDITOR'S NOTE - There's almost on board and the jet, with only the crew and Cooper aboard, headed for p chance that Dan Cooper, who urachuted from an airliner with 280,000 strapped to his body, is still five. But if he is, the statute of limb. belons for his skylack runs out hanksgiving eve.

By JOE FRAZIER Associated Press Writer ...

PORTLAND, ere. (AP) - A misrably wet, winds, cold Thanksgiving

Passengers wailed at the Northwest Irient Airlines tounter at Portland Reno on Cooper's orders.

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from since. If he's alive, and that's a big "if," the five-year statute of limitations runs out this Thanksgiving eve, Nov.

"We're going ahead on the assumption that the statute doesn't apply, Cooper picked some of the coughest country in the Pacific North west.

He took two of the type rescaled by stunt fivers. Under ideal conditions, someone who know what many thicket higher than your livers. he was doing might tre the an ankle or head"

The other was a traveling chute used for demonstrations. The purels had been sewn shut. It wouldn't have opened.

The next night the FSIT, macted that, the skylacking usin the skylacking using using the skylacking using using the skylacking using usi crew, fuel load, speed fund attitude, was a foli hero of corte

It has been searched and reslarched in vain.

Loggers who work in the area agree that byotes, mountain lions or wild pgs vould make quick work of a pdy. Hter five years, they say, you light lad a scrap or two of bone, if

There were imitators. Around the world, there were more than a dozen skyjacking attempts patterned after Cooper's. Cooper is the only one not known to have foiled.

With increased airport security and modification of the Bocing 727 so the rear door wouldn't open in flight, the fad stopped

The flow of clues, hints, and tips from the public about Dan Cooper has slowed to a trickle now. After checkmg out more than 1,000 suspects, the FBI says it knows little more about Cooper than it did on that stormy night then he looms into history

highway flares. The bomb was red. Dynamite isn't. If the crew members had realized that, they might have called his bluff at the time, Himmelsbach said "He's lucky he got as far as he did with a plan like that "

DB Cooper 23013

Even if the statute holds up. Ci er will have problems.

The Internal Revenue Service computes his tax dobt, including penalties and interest, at about \$159,000. And the Globe incemnity ('o , which had to pay \$183,000 to the acrone, may want to talk to her

letter from

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THE UNAILING SEARCH - A helicopter takes off from search headquarters at Woodland, Wash, to scour the area highjacker Dan Cooper might have parachuted into two days before, Nov. 24, 1971 Exhaustive searches at the time brought no results. The flow of

clues, hints and fips from the public has slowed to a trickle now, and after checking out more than 1,000 respects the FBI says it knows little more about Cooper than on the stormy night he disappeared.

SKYDIVER INTO OBSCURITY - Inis is an artist's composite drawing of the hijacker known as Dan Cooper who lengt into history on Nov 24, 1971 He parachuted from an airliner somehwere over southwest Washington state will \$200,000 in \$20 bill, and there's been no sign of him since - although for a time he did live on as a folk hero of sorts. (Mobile Press Aegister AP Newsfeatures Photo)

Thanksgiving eve skyjacker still mystery===

EDITOR'S NOTE -- There's almost on board and the jet, with only the p chance that Dan Cooper, who prachuted from an airliner with 200,000 strapped to his body, is still five. But if he is, the statute of limi-. ttions for his skylack runs out hanksgiving eve.

By JOE FRAZIER Associated Press Writer PORTLAND, Cre (AP) - A miscably wet, windy, cold Thanksgiving we in 1971.

Passengers waited at the Northwest brient Airlines counter at Portland aternational Airmrt to book space on light 105 to Scatle.

Many thought ahead to family runions, turkey dinners, long relaxed poversations and perhaps a taditional game o bridge or Monopo-! later

But one didn't

Dan Cooper paideash for his ticket. en, clutching a piper sack, boarded e Booing 727 for tie 30-minute flight.

A lew minutes afer the plane nosed to the florm, he nade his move. He rend the stewardess what he said as a denamite bamb and demanded arachutes, \$00,600 in \$20 bills, a frank stuf

3d % tassenges but Cooper got in have, unavare that anything

the cours and parachutes were put

crew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him,

He hasn't been heard from since

If he's alive, and that's a big "if," the five-year statute of limitations runs out this Thanksgiving eve, Nov.

Or does it?

"We're going ahead on the assumption that the statute doesn't apply, because when he did what he did, capital punishment was a possibility. There's no statute on capital crimes," says FBI agent Ralph Himmelsbach.

Anyway, he says, chances are good that Cooper is dead.

"Not one of the 10,000 bills has shown up, and we know the serial number of every one of them," he said. And Cooper apparently knew nothing about skydlving.

In a business suit and street shoes, he jumped from the rear door of a jet going 197 m.p.h. at 10,000 feet. At that elevation it was seven below zero that night, with a wind-chill factor of 69 below zero.

The plane was in clouds, "Up looked like down to him. He had no visual reference. He couldn't have possibly known where he was."

Cooper picked some of the roughest il It has been searched and recountry in the Pacific Northwest

He took two of the four parachutes with him when he jumped, One was a small emergency chute of the type used by stunt flyers Under ideal conditions, someone who knew what he was doing might break an ankle or leg with it.

for demonstrations. The panels had cogs would make quick work of a been sewn shut. It wouldn't have body Ater five years, they say you

The next night the FET re-enacted friat. the skylacking using the same plane, I Neverticless, for a while Cooper crew, fuel load, speed and altitude. The test helped flight enineers and meteorologists to compute the probable drop zone to be attrapezoidal , big corpration. And he beat the area covering about 25 so ware imiles

sarched in vain,

What would it take to find Cooper's renains, assuming they are there?

'I'd say it might take 5,000 men five years. I mean, how do you search a blactberry thicket higher than your

The other was a training chute used that cycles, mountain lions or wild or demonstrations. The panels had cogs would make quick work of a Logers who work in the area agree night fod a scrap or two of bone, if

vas a fol hero of sorts.

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There were imitators, Around the world, there were more than a dozen skyracking attempts patterned after Cooper's. Cooper is the only one not known to have failed.

With increased airport security and modification of the Bosing 727 so the rear door wouldn't open in flight, the fad stopped

The flow of clues, hints, and tips from the public about Dan Cooper has slowed to a trickle now After checking out more than 1,000 suspects, the FBI says it knows little more about Cooper than it did on that stormy night when he leapt into history

Himmelsbach said the whole thing was probably pul together with minimal planning and that the bomb was a bundle of relatively harm'ess

highway flares, The bomb was red. Dynamite isn't. If the crew members had realized that, they might have called his bluff at the time. Himmelsbach said. "He's lucky he got as far as he did with a plan like that."

Even if the statute holds up. Ci er will have problems

The Internal Revenue Service comoutes his tax debt, including penalties and interest, at about \$199 NO. And the Globe Indemnity Co., which had to pay \$180,000 to the actime, may want to talk to him

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feet wide, says the National Paint and Coatings Association. The dry edges of your laps may mar the finished effect.

A LITTLE AT A TIME

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Russian Tea, fashions highlight Mobile's first condominium tour

Cold weather is here, and with it a chance to journey on Nov. 23, into the world of Dr. Zhivago via the Greater Mobile Concerts Inc. A Russian Tea and fashion show which will follow an innovation in the homes tour scene.

The organization's Women's Committee has planned a tour of four condominiums at Place LeVert. After guests have inspected the residences of Mr. and Mrs. David Martin, Carl Glass, Mrs. Palmer Gaillard and Nr. and Mrs. Thomas McCown, at 101, 108, 103 and 110 Place Levert, respectively, another tour is in store.

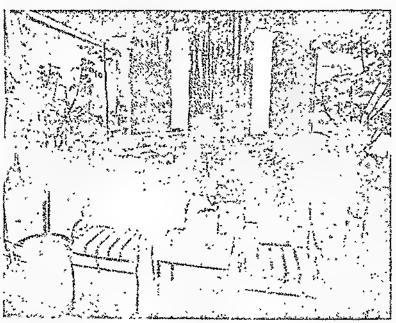
The second tour, at the home of Mr. and Mrs. Arthur Prince, 3950 Old Shell Road, will include peeks at this turn-of-the-century home and will offer sartorial and gustatory treats in the Russian fashion.

asn

A fashion show which stars ethnic styles from D.H. Holmes and a sampling of Russian pastries and tea will take place informally at the Prince home.

Tickets must be purchased from Marsyl Dees, 2015 Pt. LeGere, Mobile 36605 on or before Nov. 20. The price is \$3.

Chairman of the committee is Mrs. Arthur Prince. Committee chairmen are: reception: Mrs. Gerald Applegate; fashion show: Mrs. Harold Parkman; baked goods: Mrs. John W. Nelson; mailing: Mrs. A.H. Boyd; music: Mrs. William Henry Curtright; and treasurer: Mrs. A. LaMont Dees. Guide chairmen are, for the Gaillard home, Mrs. Keville Larsen; for the McCowan home, Mrs. Jeff Beard; for the Glass home, Mrs. William B. Patton; for the Martin home, Mrs. A. Mitchell Cobb; and for the Prince home, Mrs. Thimothy String.



Mrs. David D. Martin III 101 Place LeVert

D.B. Cooper— 'Home free' next year, if he's alive

PORTLAND — (UPI) — Just one more year and D. B. Cooper will be home free — if he is alive.

The five-year statute of limitations then will run out on hijacking charges against Cooper, the nation's first parachuting skyjacker, who used a bomb threat to extort \$200,000.

He vanished from a Northwest Airlines 727, with his loot wrapped in one of his parachutes, on Thanks-

giving eve, 1971.

Did he survive the jump, or is his body at the bottom of a lale, hung in a tree or scattered by animals? These are some of the mysteries fafter four years of investigation.

"WE HAVE RUN down literally thousands of leads, and eliminated hundreds of people as suspects," says a senior Federal Bureau of Investigation agent who has spent much time on the case. "My personal guess is that there is just a 50 per cent chance that he is still alive."

Cooper arrived at Portland International Airport that wet, squally night nearly four years ago, paid cash for his flight from Portland to Seartle, and spent 50 minutes in an airport waiting area pefore boarding, but not one fellow passenger remembers him.

Shørtly after take-off, Cooper handed a note to a stewardess that said: "I have a bomb in my brief case." The F.B.I. agent says the stewardess reported seeing wires, in Cooper's attache case, connected to eight red sticks of dynamite.

"Dynamite is not colorcoded this way. She was describing highway flares," the agent said.

THERE IS SOME doubt! that Cooper was an experienced parachutist, says the agent, since when Cooper jumped he took the two worst choices of the four parachutes given bim at the Seattle-Tacoma Airport. where he obtained the \$200,000 in \$20 bills.

A world-champion parachutist was quoted as saying "no amount of money" could induce him to make; the jump Cooper did, from 10,000 feet into heavy rain clouds.

But the F.B.I. is positive Cooper came down about 12 miles north of Portland in an area four miles by six miles.

Despite aerial and ground searches, no clues to Cooper's fate have ever been found.

None of the 10,000 bills in ransom have shown up either, even though The Oregon Journal offered a \$1,000 reward for the first \$20 from the Cooper haul turned in to the Mortland newspaper.

Serial numbers of all of the bills were taken before the money was given to Cooper and were distributed by the F.B.I. (Indicate page, name of newspaper, city and state.)

p.AlO Seattle Times Seattle, Wash.

Date: 11/23/75 Edition: Final

Authore

Editor: Jim King

Title:

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Classification:

Submitting Office Seattle

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D.B. Cooper: Another Year -And He's a 'Bye-jacker

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PORTLAND, Ore, (UPI) - Just one more year and D.B. Cooper will be home

Thanksgiving begins the 385 day countdown for Cooper—the nation's first and only successful parachuting skyjacker—who used highway flares as a bomb threat to extort \$200,000 from Northwest Airlines.

The statute of limitathe statute of limita-tions on the hijacking charge against Cooper is five years. The phantom figure vanished after para-chating from a Northwest Airlines 727 with his loot

on Thanksgiving eve. 1971. Whether he survived the jump or his body is down at the bottom of a deep lake, hung in a tree or his remains scattered by ani-

mals are some of the intriguing questions fleft unanswered by the extenside investigation thus far.

"It's a very much active investigation," said a senior FBI agent who has spent many hours on the case. "We have run down literally thousands of leads, and eliminated hundreds of people as suspects.

"My personal guess is that there is just a 50 per cent chance that he is still alive."

The sheer lack of distinguishing characteristics about Cooper and his ability to move unobtrusively before the hijacking has balked the FBI's intense efforts to determine how he arrived at Portland In-

ternational Airport that

wet, squally night.

He paid cash-ior his
flight from Portland to Seattle, then spent 50 min-utes in an airport waiting area before boarding without one fellow passenger remembering him.

Shortly after takeoff, Cooper handed a note to a stewardess that said, "I have a bomb in my brief case."

The FBI agent said the stewardess described what she thought was the bomb as wires attached in Cooper's attache case to eight sticks of dynamite, the same red color as her

"Dynamite is not color coded this way. She was describing highway flares," the agent said.

The agent said there was doubt Cooper was an experienced parachutist since when he jumped he took the two worst possible choices of the four parachutes given him at the Seattle-Tacoma Airport where he obtained the where he obtained the \$200,000 in \$20 bills.

He said the chest chute he took was one that was sewn together for use in a parachute-assembling class and could not even be used for jumping, and I the back chute was much smaller than the large chute he cut up to wrap the money in and tie it to him.

A world champion parachutists was quoted by the agent as saying "no amount of nioney" could induce him to make the jump Cooper did.

Jumping from 10,000 feet into heavy rain clouds, there was no way Cooper

there was no way Cooper could have known where he was coming down, according to the FBI man.

But the FBI is positive that Cooper came down about 12 miles north of Portland in an area four miles by six miles.

Despite aerial and

Despite aerial and ground searches, including one the next spring using soldiers from Ft. Lewis, Wash., no clues to Cooper's 'disappearance have ever

been toung.

None of the 10,000 bills in ransom have shown up dither, even though the Organization offered a gon Journal offered a \$1,000 reward for the first \$20 from the Cooper haul turned in to the Portland newspaper.

(Indicate page, name of newspaper, city and state.)

p.Al8 Seattle Post-Intelligencer Seattle, Wash.

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Editor: Jack Doughty

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Latest on D.B. D. B. Cooper, the legendary skyjacker, alive and well in Tacoma? That's the case according to a news story in the Oregon Statesman in Salem, Ore. According to Al Torelli, quoted in the story, D. B. Cooper hijacked a Boeing 727 be-tween Portland and Seattle Nov. 24, COOPER 1971, and parachuted with \$200,000 into a farm field near Woodburn, Ore., and has hidden the money. FBI agent Ralph Himmelsbach, in charge of the case, discounted the story, and said "there is no reason whatsoever to think that we are in erfor in deciding he jumped over La Center, Wash." None of the money, has ever turned up and Cooper's real identity has never been discovered.

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Skyjacker link to King death

PORTLAND - (UPI) - Was D.B. Cooper involved in the assasisination of the Rev. Dr. Martin Luther King, Jr.?

The Oregon Journal reported yesterday that C.B.S. is looking into the possibility.

"A spokesperson for the network confirmed that a preliminary investigation into a possible story for the Mike Wallace segment of the 60 Minutes show is under way, but it has not proceeded far enough for scheduling," the newspaper said.

The Federal Bureau of Investi-; gation said it doubted a link between the skyjacker who disap-peared with \$200,000 in ransom and the King assassination.

The Journal said New West magazine reported that a television crew filmed interviews in Seattle, Hawaii and Los Angeles and reportedly found people who knew Cooper.

The Journal said the story had been traced to Dirk Summers, a free-lance writer in Los Angeles, ure" advance for a "docu-dra-ma."

The Journal said Summers was a former C.B.S. producer, but the network's personnel records did not list him as having been a staff employe,

Ralph Himmelsbach of the F.B.I. sald, "We are not excited about all this," then added: "We know some things about Cooper that others would not or could not know except Cooper himself. We feel we are able to slit wheat from chaff."

Himmelsbach said the story may be an example of "literary, license" and "I hope they don't publish it as the truth."

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Did D.B. Help To Kill King?

PORTLAND, Ore. — (UPI) — Was history's first and only successful aerial hijacker, D. B. Cooper, involved in the assassination of Martin Luther King?

The Oregon Journal yesterday reported that CBS Television is looking into the possibility.

The Journal said, 'A spokesperson for the network confirmed Monday that a preliminary investigation into a possible story for the Mike Wallace segment of 60 Minutes show is under way, but it has not proceeded far enough for scheudling."

Cooper disappeared after hijacking a Northwest Oreint Airlines plane Thanksgiving Evein 1971 on a flight from Fortland to Seattle, where he picked up \$200,000 in ransom, then parachuted into oblivion.

The Portland office of the FBI, which still is investigating the Cooper heist, said it doubted a link with Cooper and the King assassination. The FBI also has expressed doubts Cooper survived his jump and may be alive today.

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By BARRIE WATTS

AN FBI man has sworn he will never stop trying to solve one of America's most baffling mysterics—where is sky pirate D.B. Cooper?

Cooper, whose real identity has never been discovered, is believed to have parachuted from a hijacked Northwest Airlines Boeing 727, \$200,000 in ransom strapped to his body, as it flew over rugged terrain in Washington State on Nov. 24, 1971.

But military jets tailing the plane did not see him bail out. He and the money vanished without trace despite a massive, computer-coordinated manhunt.

Even so, Ralph Himmelsbach, an FBI special agent who has worked doggedly on the case since the beginning, told THE STAR he will never give up the search.

"I dearly want to get him," he said. "Someone. somewhere, must know who Cooper really is. Sooner or later a clue must come to the surface."

To Himmelsbach, the Cooper affair is the greatest unsolved puzzle in modern-day piracy. But he has no respect or admiration for the man who hijacked the Northwest flight between Portland, Ore., and Seattle, Wash., on that fateful day.

The flight began like any other for stewardess Florence Shaffner. She was checking that passengers had fastened their seatbelts when a tall, dark-complected man with black hair and sunglasses and wearing a dark suit handed her a

Thinking he was just looking for a date, she stuck the note in her pocket. Then he ordered: "Look at it-now!"

As she read the note her eyes --widened in horror. It said simply: "I have a bomb in my briefcase."

Seeing the shock on her face, another stewardess, Tina Mucklow, hurried over. Cooper showed her what was in the briefcase two red cylinders wrapped in wiring. She obeyed immediately when he ordered her to sit beside

As the jetliner roared into the Cooper calmly explained what he wanted, so calmly that none of the other passengers even knew they were being hijacked.

Cooper said he wanted \$200,000 In cash and two parachutes waiting for him when the plane reached Seattle. If the airline balked or the crew refused to cooperate, he would blow up the plane with everyone in it.



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their own initiative airline officials decided to amass the ran-som in \$20 bills. There would be 10,000 of them, and their serial numbers would be recorded.

As the plane finally circled over Seattle, pilot William Scott played middleman in the negotiations. None of the flight crew ever saw Cooper. His orders were relayed by stewardess Mucklow. Meanpassengers while the bored yawned at the delay.

After 90 minutes of circling, anxious officials on the ground reported that the money and the parachutes were ready. Ground controllers watched nervously as the jet's navigation lights traced endless circles in the sky. No one knew what D.B. Cooper was really up to, or even if there actually was a bomb.

At 5:45 PM the jet landed and - a car rushed out to planeside carrying the ransom and the parachutes. As a stewardess carried the loot to Cooper in the back of the plane, the passengers began to sense that something was wrong.

But the stewardesses quickly disembarked the 42 puzzled passengers. Now, only the flight crew stewardess Mucklow reand

mained aboard with the hijacker.

As Cooper had ordered, the plane was refucled for a flight to Mexico, with one stop in Reno. Then a technical problem developed in the refueling truck. As time dragged by pilot Scott radioed ground control in a trembling voice. The man in back, he said, was getting "awful nasty."

Finally, when the jet was ready to go, a Federal Aviation Admin-Istration official chose that moment to go aboard and call on the skyjacker to surrender.

Cooper looked at him bleakly and growled: "Let's get this show on the road." The FAA man left

When the jet was back in the air, Cooper told Tina Mucklow to "go forward, pull the curtain and don't come back." -

It was the last anyone ever saw of Cooper. From that moment un-til he vanished into limbo, he communicated with the crew by phone. · . 1

Three Air Force jet fighters lurked above and behind the plane, anticipating that Cooper might jump. Radar followed the plane from the ground. .

The jet lumbered at low speed as Cooper called the flight deck. He told Scott to open the jet's rear door. Scott did as he was told. From the rear exit, which extended beneath the tail, debarkation stairs led below and away from the fuselage. Cooper was going to walk into space.

Intensely cold air rushed into the cabin as the rear door was lowered. The plane was becoming harder to handle. Ice was building up on the windshield and the

For 20 minutes there wasn't a word from the back of the plane. Only the scream of the wind. Scott called Cooper on the phone: "Anything we can do for you?"

Silence for a few seconds. No," Cooper finally replied calmly. At 8:00 PM the crew felt a slight shift in the plane's balance. Cooper was gone.

For 18 days a small army of soldiers, police, FBI men and dogs searched the rugged countryside where Cooper was be-lieved to have landed. They found nothing. To this day, no one knows who D.B. Cooper really was, or if he is still alive.

200 (Maybe D.B.) Jumpin At Cooper Caper Party

The little town of Ariel was jumping Saturday as more than 200 people showed up for buffalo stew, beer and conversation in memory of sky-

jacker Dan Cooper. The second annual Cooper Caper celebration commemorates the nearlegendary skyjacker who collected \$200,000 in \$20 bills and parachuted from a hijacked airliner flying over the dense forests of southwestern

Washington near here. . In jumping from the plane the night before Thanksgiving six years ago, Cooper either escaped with a duffle bag

ARIEL, Wash. - (AP) full of money - or he' hundred people come by died in the rugged for- during the day," to sam-1 ests.

In either event, he captured the imagination of a great many Ameri-

Cooper, who hasn't been heard from since his famous caper, was invited to share the festivities at the Ariel Store and Tavern, where Germaine Tricola sponsors the festival.

· Mrs. Tricola said she didn't know whether Cooper came to the party. But plenty of others showed up.

"It's really jumping here," Mrs. Tricola said. "We've had a couple of ple the stew.

The stew is a major drawing card. It contains 35 pounds of buffalo meat and a large pile of potatoes, carrots and onions. The stew sells for a dollar a bowl and refills are free.

Asked what happens at a Cooper Caper celebration, Mrs. Tricola said, "Well, we have some buffalo stew and we have a couple of beers and we visit with all our friends. Then we have some more buffalo stew and a little more conversation."

A parachute club from Portland, about 60 miles south of Ariel, was supposed to parachute into the community. The jumps were canceled because of inclement weather.

The celebration is staged by Mrs. Tricola, who owns the store and tavern, who is assisted by such people as Dave Butterfield, a parttime resident who serves as publicity chairman.

Besides remembering Cooper's skyjacking feat, Ithe celebration is det signed to bring a touch of prosperity to the settle ment of about 250 people.

Suz B

(Indicate page, name of newspaper, city and state.)

Seattle Postp.A3 Intelligencer Seattle, Wa.

Date: 11/27/77 Edition: Final

Title:

Character: 164-81

Classification:

Submitting Office: Seattle

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<u>fbi—seattle</u>

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DB Cooper 23025.

Sunday, Nov. 27, 1977 Väncouver, Wash.

The COLUMBIAN

Few drawn to Cooper Caper

By COLUMBIAN STAFF, AP

ARIEL — Skies were overcast and people almost as scarce as D.B Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

Only a handful of people gathered around a steaming cauldron of buffalo stew at the Ariel Store and Tavern. And inside the tavern where another 30 people were gathered, beer flowed more freely than talk of old D.B., who either pulled off one of the greatest swindles of the age of died trying.

Cooper parachuted from a Northwest Airlines jor with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Eve in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill. As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI say it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is right next to Ariel, or in the dense woods in the immediate area.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

Page 21
The Columbian Vancouver, Wash.

Pate: 11/27/77
Edition:

Character:
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 Classification 164-81
Submitting Office: Seattle

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DB Cooper 23026

D.B. Cooper's fate

PRESS-association reports on the hijacking of a Frontier Airlines jetlmer in Nebraska referred to the "successful hijacking" of a plane by "D.B. Cooper" after take-off from Seattle on Thanksgiving Eve, 1971.

We beg to take issue with our wire-service colleagues. There is no evidence that Cooper's ep.isode was successful.

True, Cooper bailed out over Southwest Washington and disappeared. True, the ransom funds he carried have never turned up.

But chances are, Cooper's remains and those of a torn parachute will be found some day in the limbs of a tree in the trackless forests of Clark or Cowlitz County. The money will be there, too.

If Cooper had fallen into the hands of the law at the time of his misbegotten adventure, he might have been out on parole loday. Probably that would have been a more "successful" outcome for 'him than what really happened.

- Dwight Schear

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b6 b7С Gentlemen:

You may be interested in Checking what the associates of their gang were doing when a next hivest air lines plane was hi-jacked for \$200 000.

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DB Cooper 23028

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Adventurer pleads guilty on 3 charges

William D. Cooper, a 46-year-old Willow River, Minn., adventurer who once tried to lead a snowmobile trip across the north pole to Moscow, has pleaded guilty to bank robbery, marijuana and money smuggling, and making illegal gun purchases.

He faces up to 24 years in federal prison when sentenced with-

in a month.

Cooper pleaded guilty yesterday to three indictments before U.S. District Judge Joseph Alsop in St. Paul. He admitted smuggling marijuana across the Mexican border, flying some of it across himself. Subsequently, the marijuana was transported to the Twin Cities, mostly by automobile,

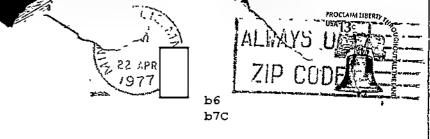
He also pleaded guilty to taking more than \$100,000 into Mexico without reporting it to customs officers and to buying two revolvers, illegal for a convicted felon.

Last week, he pleaded 'guilty before U.S. District Judge' Miles Lord to being involved in the Jar

22, 1974, robbery of the Sturgeon Lake (Minn.) State Bank. Three others have been charged in that crime. None of the \$4,960 taken in the robbery was recovered.

Cooper and a son are owner-operators of a hunting and fishing lodge in northwest Canada.





Federal Bureau OF INVESTIBATION Seattle, WasHINGTON. OPTIONAL FORM NO. 10
JULY 1973 EDITION
GSA FFMR (41 CFR) 101-11,6

UNITED STATES GOVERNMENT

Memorandum

TO

SAC, SEATTLE (164-81)

DATE:

1/26/77

FROM

ADIC, LOS ANGELES (164-497) (P) (13)

SUBJECT:

NORJAK

00: Seattle

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Enclosed for the information of Seattle is a xerox copy of an item appearing in "Variety," a Hollywood, California, daily publication concerning a novel regarding D. B. COOPER by DARRELL BOB HOUSTON, represented by Avatar Productions, 4026 Evanston Avenue N., Seattle. The article appeared in the 12/3/76, issue.

O - Seattle (Encl. 1) Records

crs/aml (3)

64-81-73#1



DB Cooper-23031





(Mount Clipping in Space Below)

Jury indicts 'D. B. Cooper

PORTLAND — (AP) — On the attorney's office sought the in-Thanksgiving Eve, 1971, a hijacker dictment because the five-year statknown as Dan Cooper parachuted from a Northwest Airlines 727 jet between Seattle and Portland.

He and the \$200,000 he took with him haven't been heard from since. Yesterday, hours before the nor-

mal five-year statute of limitations on the crime expired, a federal grand jury in Portland handed down an indictment against "John Doe, also known as 'Dan Cooper."

And, to add to the mystery, a pair of tattered, moss-stained pants have been found this fall high in a free near where Cooper was believed to have bailed out.

Jack Collins, first assistant Unitled States attorney in Portland, said dictment because the five-year statute of limitations may apply in the case, but he said federal investigators still have no idea what happened to Cooper.

Orders to obtain the indictment came from Deputy Attorney General Richard Thornburg, head of the criminal division of the Justice Department, Collins said.

One count charges Cooper with air piracy, the other accuses him of interstate commerce by extortion. Meanwhile, Federal Bureau of In-

vestigation agents searched an area of thick vegetation in Clark County, Washington, after a farmer and a logger found a pair of tattered, moss-stained pants in a tree near

where Cooper is believed to have bailed out. Cooper was dressed in a business

suit and took two of the worst parachutes aboard the plane with him. When he jumped, the wind-chill factor was 69 degrees below zero.

At least one of his two parachutes would not have opened, investigators say, and the other, an emergency chute, would have given him a hard landing in the rugged terrain.

. If he didn't survive the jump, loggers familiar with the area say coyotes, bears, congars and wild dogs gwould have made quick work of his body.

Cooper also sometimes called himself D.B. Cooper, and he is pop ularly known by those initials.

(Indicate page, name of newspaper, city and state.)

p.A5 Seattle Times Seattle. Wash.

11/25/76 Date: Final

Edition: Author:

Jim King Editor: Title:

NORJAC

Character:

Classification: 164-81 Seattle Submitting Office:

Being investigated

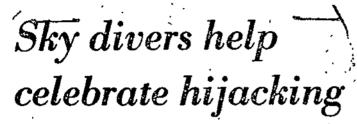
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DB Cooper 23032

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D. B. COOPER			
The parachuting skyjacker	•	•	0 .
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Sub8 164-81-7340



ARIEL, Wash. (AP) - Sky divers plummeted into an empty campground and souvenir sweatshirts sold briskly as the people of Ariel celebrated the fifth anniversary of sky-pirate Dan Cooper's mysterious parachute jump.

The "Cooper Caper," as the weekend festivity was dubbed, commemorated the skyjacking that gave this town of 400 persons its biggest claim to fame.

It was a stormy night - Nov. 24, 1971 - when the skyjacker who called himself Dan Cooper hijacked a Northwest Airlines 727, collected \$200,000 and bailed out somewhere between Seattle and Reno.

Cooper never was found. Neither was the money.

Of such stuff legends are made.
One man in the Ariel bar, where Cooper afficionados congregated Saturday, swore he heard the airplane door slam shut that night.

The FBI reportedly has followed that lead, like

dozens of others, into a dead end.

Authorities theorized that Cooper jumped out around Ariel or Merwin Dam in southwestern Washington, about 30 miles north of Portland, Ore. That was excuse enough for Ariel to throw the Cooper bash this weekend.

As part of the festivities, six sky divers parachuted to earth outside Ariel Saturday. Their landing target, a big white cross marked on the ground, prompted one little girl to ask: "Daddy, Daddy, is that where D.B. Cooper landed?"

Sweatshirts bearing Cooper's name sold briskly at a stand in Ariel. Passersby thumbed through a book about the skyjack. A goat, whose real name is Fred, was tethered to a tree beneath a sign which read? "Cooper Reincarnated?"

A dummy hung from a parachute slung over the roof of the Ariel general store. Signs about town asked, "Will the real D.B. Cooper step forward?"

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'Cooper Caper' lacked only its guest of honor

ARIEL, Cowlitz County — (AP) — The partygoers, who came from as far away as Phoenix, Anchorage and Hollywood, dined on buffalo stew, watched a commemorative sky jump and speculated on the whereabouts of the guest of honor.

The skyjacking legend, D.B. Cooper, was a no-show as the people of this Southwestern Washington town put on a weekend shinding to celebrate the fifth anniversary of his parachute jump into infamy.

"He would have been welcome," said Germaine Tricola, proprietress of the general store and tavern. "But we looked at everybody's face who came in the door and we didn't see him."

On the night of November 24, 1971, a skyjacker calling himself Dan Cooper hijacked a Northwest Airlines 727 on a flight from Portland. He collected \$200,000 ransom in Seattle and bailed out before the plane landed again at Reno.

Cooper and the money were never found but authorities speculated he hit the silk above Merwin Lake, close enough to Ariel to serve as an excuse for a party in the town of 400.

The "Cooper Caper," as the festivity was dubbed, featured skydivers plummeting into a vacant campground, musicians, Cooper sweatshirts and a goat named Fred tethered beneath a sign reading, "Cooper Reincarnated?"

Mrs. Tricola said her buffalo stew "went over real good" and estimated 700 to 800 participated in the celebration, a large crowd for a community that boasts only a shake mill and a post office besides the store and tavern.

Cooper, who used the name "Dan" when he bought his ticket, was indicted for air piracy by a federal grand jury in Portland on Wednesday, just hours before the 5-year statute of limitation ran out.

newspaper, city and states;
p.D15 Seattle Times Seattle, Wash
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Date: 11/29/76 Edition: Final Author: Editor: Jim King Title:
NORJAC Character:
or Classification: 164-81 Submitting Office:Seattle Being Investigated
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A. One anticle dated

11/14/76 appearing in
Sunday Oregonian
"Alive on DEAD"

B. Seattle Times 11/25/16

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newspaper, city and state.)

D.B. Cooper still isn't out of the woods 5 years after skyjack

PORTLAND — (UPI) — D.B. Cooper, wherever you are, hear this:

The statute of limitations does not protect you or the \$200,000 you extorted in the nation's only successful skyjacking for ransom.

Besides, if you do show up the Internal Revenue Service will be waiting with a tax bill for an amount greater than you extorted.

This may all be academic, however, since the Federal Bureau of Investigation thinks Cooper is dead somewhere in the blackberry bushes of a remote Southwestern Wash-

ington area where he will never be

Cooper, the name used on a passenger list, became a modern-day legend when he forced Northwest Airlines to hand over \$200,000 by hijacking a Boeing 727 on Thanksgiving Eve five years ago.

He exterted the money under threat of blowing up the plane after it had taken off from Seattle-Tacon na-International Airport. Then his vanished by parachute.

The Federal Bureau of Investiga-

tion has kept the case on the active file, giving the impression the skyjacking fell under the statute of limitations. In other words, if Cooper was not caught and charged by this Thanksgiving Eve, he was legally free.

But United States Attorney Sidney Lezak said that since Cooper is considered a fugitive the statute of limitations does not go into effect until authorities are aware of where Cooper is and are able to start prosecution.

In addition, the I.R.S. has estimated Cooper would owe \$217,523 in taxes and penalties — more than the original boodle — plus a possible \$60,000 in civil penalty.

Some feel Cooper did not live when he bailed out of the 727 near the Lewis River in Southwest Washington. Agents said the blackberry bushes are so dense in the area where Cooper bailed out that it has been impossible to conduct an effective search.

p.A4 Seattle Times Seattle, Wash. 11/21/76 Date: Final Edition: Author: Jim King Editor: Title: NORJAK Character: 164-81-WLB Classification: Submitting Office: Seattle 🔲 Being Investigated COPY SENT TO BUREAU SEANCHED INDEXED INDEXED SEFIALIZEDA ... FILEDAM 110V 30 1976

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The Columbian p,1

Vancouver, Wash.

Date: 11-25-76

Edition: Home, evening Author: DAVID KERN

KEN RYSTROM Editor:

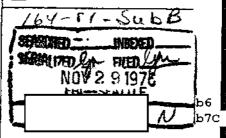
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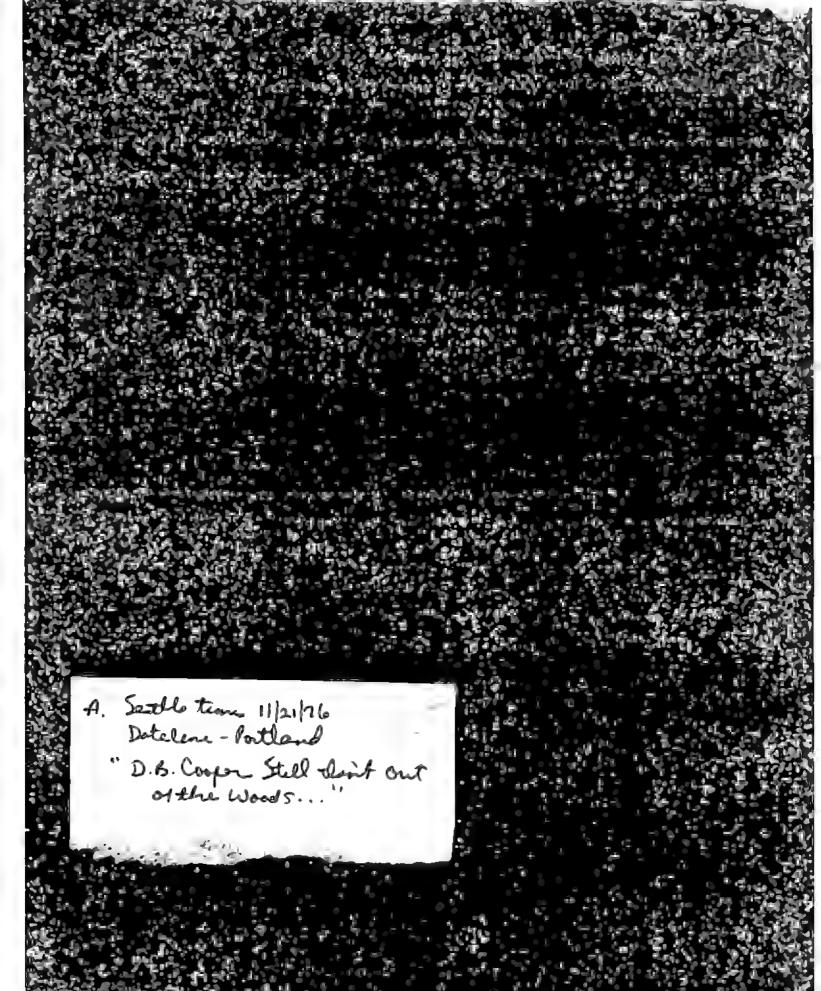
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Classification:

Submitting Office: Seattle

X Being Investigated







FBI agents return to their cars after unaucosalul seineh Wadnesday

'Cooper' pants report awaited

By DAVID KERN

Columbian Staff Writer

ARIEL - FBI agents are waiting for a crime insoratory report before deciding whether a pair of pants found by a rancher in the Green Mountain area of northern Clark County will be a good clue in the five-year-old case of skylenber line.

a good clue in the five-year-old case of skylecter.

Beattle office, said when he told agents in the crime laboratory in Washington, D.C., that he would be sending them lack a pair of dress trousers which might be five years old the;

"Good, that's really for out but we'll h is amount

Seven agents searched for 3 % hours Wednesday for any clues in the area where reacher William Lynch found the trousers

"Nothing," responded FBI agent John Pringle when he came out of the wooded area. And Reed aid no more anarches in the surroundings are

"We should have a preliminary crime wheratery report by Friday or Monday." Reed and He said that report might indicate where whather the matter. the laundry tag came from, whether the pants appeared to have weathered five years of the

elements and other possible clues
"There's a let of leads that could come from
une pair of pants," Reed said. But, he admitted,

Nothing looks good right now."

It was Nov. 25, 1971, that a man who identified

and only the part of further a further a further a gold the gold t toward as the langue higherton a friendly

pens to be the fifth anniversary and the

Rancher Lawrence Shinn herdly noticed in three FBI cars which were parked only a stone's throw from his harn off an abandoned legroup road Wednesday

Later, he poured a cup of coffee and suit, you, the case of Dan Cooper had created at least a ripple of interest in this mountain ranching соппинку

"Two set here a million times and said old Cooper is up in that timber," Shinn said, pointing north from a liable man a littelien

"To my knowledge, nobody has been in that area — only by helicopters. The wind was really howling that night and the thure was a driving nam." Shire remembered

The helicopters were three or four abrumi going back and forth,' Shinn added.

Buth Shinn and his wife Maude, said Conger

comply would have had a difficult time surviv in because of his fall and the weather that The entitle days december of the entitle entitle days

There are dustrial that to conserve the same of the sa

the dip to the authorized to be added at the property of the state of

emit the blue-gray slacks are continental style Whether Cooper could have worn them is uncertain The pants have a 36 meh waist and about a 38 inch incomm, according to Dick Dyer, FBI agent in Vancouver Cooper was described as being about 170 pounds and about 5 feet 10 If those dimensions were accurate, the parts might have been too large to fit the faminal

shy actier
While the FBI waits for a criere laboratory report, felles in these parts may be stopping in at a party in Cooper's honor at the Ariel Store

Deadline Indictment

D. B. Cooper—A

UPI, AP, P-I Staff

A federal grand jury in Portland yesterday, working against time, indicted history's first parachute skylacker. D.B. Cooper, who five years ago jumped from a Northwest Orien jetliner with a \$200,000 cash ranson and disappeared.

The indictment, returned in Portland, listed a fictitious "John Doe also known as Dan Cooper," the lat-

ter a name that appeared on the skyjacker's airline ticket.

Cooper has never been found, but a Justice Department official said the indictment was obtained because of uncertainty over whether the five year statute of limitations applied in

the aerial hijacking case.

The Post-Intelligencer has offered a \$5,000 reward for information leading to Cooper's arrest and conviction. The offer expires on December 31, 1976.

Northwest Orient Airlines has said,

it will pay \$25,000 for recovery of the entire ransom, or 15 per cent of any lesser amount recovered.

Clutching the ransom, Cooper apparently went out the rear exit of the plane on Thanksgiving Eve. 1971, near Lake Merwin between Kelso and Van couver in Southwest Washington.

No established trace of the skyjacker has ever been found. However, an FBI laboratory is examining a pair of tattered trousers discovered two weeks ago by a hunter in the Merwin area.

FBI spokesmen have said the garments could be a hoax, timed for the lifth anniversary of Cooper's coup.

But seven FBI agents, equipped with axes and shovels, searched more than three hours yesterday in the area where the pants were found hanging in a tree about 25 feet off the ground.

the ground.
"We searched and we didn't find anything else," said John Pringle, as-

sistant agent-in-charge of the Seattle FBI office. "There's no way anybody can say whether his body is in there."

"I have no idea whether we're forming back," Pringle said. "The undergrowth is extremely thick and it's been five years. You never know. We have to see what the lab says."

Ray Mathis, FBI spokesman in Seattle, said there was no

reason to "play the pants discovery up or down... We check out all leads in this case."

"The lab tests will disclose whether or not the pants are five years, fid, and if they aren't then there goes that lead," Mathis said.

The FBI has investi-

The FBI has investigated more than 800 leads in the Cooper caper. Its agents have reported they are still looking at about 15 persons in the case.

(Indicate page, name of newspaper, city and state.)

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p.Al Seattle Post-Intelligencer Seattle, Wash.

Date: 11/25/76

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Editor: Jack Doughty

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NORJAC

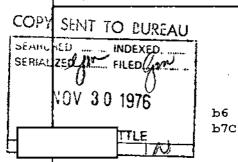
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Classification: 164-81 - Sub ${\cal B}$

Submitting Office: Seattle

Being Investigated





Mony people bolieve that the five-year federal statute of limitations on Cooper ran out yeaterday, and that he can now emerge to spend the loot of 10,000 \$20 bills.

The indictment of Cooper was returned just hours before the statute of limitations can out.

Justice Department officials in Washington, I.C., noted that their attimpt earlier this year to presecute New Jersey Teamster leader Anthony Provemane for a 1961 kidnap-slaying was thrown out of court by a federal judge who ruled that the statute of limitation had expired a decade ago.

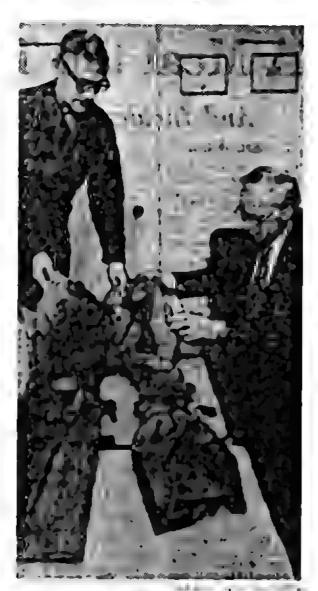
But Stan Pitkin, who recently resigned as U.S. Attorney for Western Washington, claims the case against Cooper is very much alive.

Pitkin argues that air piracy with threat of bodily harm is a capital offense. He says federal capital cases can remain "active" forever, or until a suspect is brought to trial and guilt is decided.

Pitkin also claims there is a federal tax case to be made against Cooper — the \$20 bills, their serial numbers enrefully recorded, have never been apent. The statute of limitations on tax cases is six years.

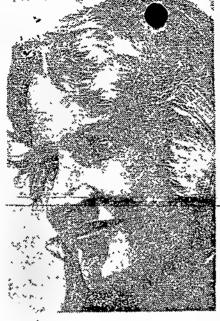
But while FBI agents combed nearby woodlands, the tiny town of Ariel, near Lake Merwin, planned a Saturday night party observing the fifth anniversary of Cooper's jump.

Mrs. Germaine Tricola, owner of the Ariel Store, said she is sponaging the party because " It's pretty quiet around here this time of year."

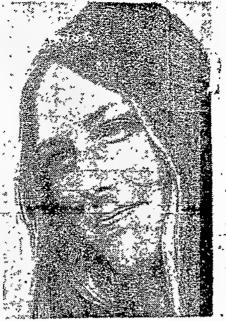


FBI AGENT Dick Dyer of Vencouver, Wath, inft, and Sheriff Gene Cotton of Clark County examine a pair of pants found in a tree about 25 feet off the ground in southwest Washington, The pants might have been worn by history's first, and only successful, parachute skylecker, D. B. Coopet.—AP Photo.





Content with their lifestyle: Carmen, Joan and Judy, from left



(Section A) Page 14 0 ·Monday, August 18, 1975

Womens

THE ARIZONA REPUBLIC

The Josephs believe polygamy is a life-style dictated by Scriptures; ideal for their large family

Polygamist's wives' life-style

By CAROL SOWERS

Just two days after she met him, Judy Witherspoon married Alex Joseph

"I would be hard pressed to tell you how it happened," she said, carefully reaching for words. "It was just a recognition of the things I'd been looking for in a man. I found them in him."

At least 12 other women - maybe more - agree with Judy. For them, Alex Joseph. 89, the ponytailed polygamist of Glen Canyon City, Utah, offers a lifestyle they had been searching for but unable to find until, as they chorused over and over again - "until we met Alec" (their pet name for Joseph).

Joan, who married Joseph two and one-half years ago explained their attraction to him simply, as if she had said it many times before:

"He has dignity, goodness; respectability. He is doing what he wants to do --building and expanding God's world. Alec has so much more integrity that oth- . er people can't comprehend it."

She said even the parents of some of his young wives are becoming reconciled to their way of life because, as Judy put it, "they know Alec is no mad man." "The publicity has helped," she added

Three of Joseph's wives, Judy, Joan and Carmen, were with their husband in. Peoria Friday following Joseph's preliminary hearing in which Judge John Snure determined he would have to face trial on charges of possessing a stolen helicop-

In Utah, Joseph is also battling the Bureau of Land Management which claims he is illegally homesteading federal I and near Glen Canyon City, site of his ranch and two of his five homes.

Following Friday's hearing. Joseph and his wives gathered in the city park to talk about polygamy-a lifestyle they belive is dictated in the Scriptures and is glowing with a sense of freedom not fount, in monogamous marriages.

"It is the nature of a man to love several women." Joan said. "If women were free of their rotten training they wouldn't be jealous of those other women."

The three young women agreed that because there are so many wives to nandle responsibility each of them is free to pursue her own interests such as reading, law or art.

Joan, who met Joseph while she was attending a college in Missoula, Mont., and living with Carmen and Judy, said she is Joseph's sixth wife. .

She added with a smile, "We never count, but since people need a number we tell them 13."

Joan said she simply "ran away" to marry Joseph.

. Before meeting Joseph she said, "I didn't want to submit to anyone less intelligent than I was. But I could see myself as his chattel property with no probat all."

"That's the disaster with so many monogamous marriages," Judy interjected, "women often marry men less intelligent han they are and can't stand submitting themselves to them."

She added she had quit dating in college because she was uninterested in the men she met there.

Shortly after Joan married Joseph, Carmen and Judy met him and became two more family members. The wimen said their marriages were performed in religious ceremonies they claim are modelled after those used in the Temple of the Church of Jesus Christ of Latter-day Saints. These are not legal civil ceremonies. Joseph is an ex-communicated Mormon who says he has founded his own religion.

Deep at the root of that religion is polygemy which he claims was practiced by Biblical prophets including Abraham, Solonon and Jesus.

Joseph said he began practicing polygany five years ago when he decided that in order to follow the prophets' teachings he would have to mold his life after theirs - wives and all.

He has no trouble blending the wills of allhis women.

"I have no obligation to get along with anybody," he said. "If I made it an obligation to get along with 13 girls, I'd lever get anything else done."

"We're not hard to get along with," Camen noted with a smile.

The three wives with Joseph Friday insisted their lives are enriched by their close relationship with their sister-wives, vho are much more than friends.

"We love our sister-wives and we love our husband's children," Jean said. quickly doing away with any notion of jealousy.

Beyond building a seven-room "castle." & Joan described it, the Joseph wives' ultimate goal is to become mothers, Carnen said.

Unworried about overpopulation or food shortages, the young wives said they rejoice over the fact that Joseph can father 13 children a year, heeding the commandment, "Go forth and multiply."



Alex Joseph

Joan her face masked with disgust, said, "We think the ZPG (Zero Population Growth) movement is a subtle plot to make intelligent people extinct."

She said there are six children in the Joseph family now.

None of the three women with Joseph have had children by their husband but they said they are enthusiastic when another sister-wife becomes pregnant. Judy said she and Joan recently attended the birth of a Joseph child because their . husband was unable to be there.

Eventually, the wives said they hope to deliver their own children at home.

Judy and Joan said responsibility for the children is shared among the sisterwives who also operate their own school with the approval of the county school superintendent.

The wives also share the work in the family restaurant and health food business. They also plant gardens to help feed the fluctuating number of family and friends Joseph invites into their home.

The Joseph family fame has made them a tourist attraction in Glen Canyon City where the population is divided over their newfound notoriety. The family plans to make three movies in the future.

"When people meet us they like us," Carmen said, "but some people won't meet us. But when anything goes wrong, townspeople come running for Alec."

The wives especially seek his counsel, they said, praising him for "providing" us plenty of opportunity to improve our shortcomings."

Asked if Joseph had any faults, the three giggled, cast knowing glances at each other and Joan finally said, "We don't focus on those things."

For them, a pleasant evening at home is listening to their husband "talk and terch," Joan said.

"We're a witty bunch, but Alec is wittier," Carmen added.

Joseph, who rejoined the group after discussing legal matters with his attorney Mike Kimerer, defended his lifestyle, insisting it is any man's constitutional right to have more than one wife and a woman's privilege to marry whomever ...

Lightly touching Judy on the shoulder he said. "If a young, intelligent woman ... like this can't marry anyone she likes, then someday the government might ... start telling you who you should marty."

DB Cooper-2304:

-EMMETT WATSON

The Cowering Inferno

DARRELL HOUSTON, former staffer on The P-I who now sits on the foreign desk for the LA Times, has polished off a novel about a Northwest folk hero, of sorts. Book's title? "The Ballad of D



B. Skyjacker," which should tell you what it's about. Houston has done considerable research on the D. B. Cooper skyjacking caper, spent three years writing the book—which is up for grabs among several interested publishers. Let it not be said that Darrell doesn't believe in his subject: "I'm determined to get 'D.B. Skyjacker' into print and into the American consciousness—a consciousness that's starved for a hero of the proportions of D. B. Cooper." . . . Art Skolnik, the city conservator, is

hard at work and let's say this for Art. he doesn't pick on any midgets. He's trying to keep Uncle Fed from signing any leases for parking, or overflow office space from the Federal Bldg. "Because," says Art, "once this happens, that's one more excuse to tear down more old buildings in the neighborhood. The federal government, even if it is sitting on top of the Burke Bldg., should be responsive to local policies." The Burke Bldg., as you know, was replaced by the big Federal Bldg.

IN THESE days when restaurants open and close like traveling circuses, it's nice to note a celebration this month. It's the 30th anniversary of Taylor's Landing in Mukilteo, right next to the Whidbey ferry dock.

The place is owned by Ed and Dick Taylor, the latter being a former State Rep. "In 30 years we've served everything from herring and hamburgers to lobster tails and wine," says "Big Dick," who stands 6-8. Entertainer Glen Larson will help the festivities along starting Monday in the lounge. Oh, yes, I forgot, Ed is the "little" brother — he's only 6-5 Al Rochester, the ex-conneilman with a long memory, points out that Bing's brother, Larry Crosby, who died the other day, was a one-time advertising man here. Crosby worked out of the Botsford & Constantine offices in the Marion Bldg.

IN THE phone book, it's listed in the grand manner - Washington St. Univ. Alumni Center West, and try to guess where that is. Actually, it's located in business consultant Al Heglund's office. which is pretty grand itself. That would be railroad magnate Jim Hill's palace car, at the Terry. Ave. Freight House complex. An all-out Cougar booster, Heglund (his wife Helene is a WSU alum; their son, Mark, is a WSU senior) donated the office space several years ago, after complaining to WSU pres. Glenn Terrell about the alums' feeling remote over here. So the office, really, is a Pullman "hot line," a direct hookup that now fields some 50 calls a week. "everything from basketball scores and Mother's Weekend queries <u>to real</u> emergencies."

Seattle P.I.

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MAR 27 1975 FBI—SEATTLE

A LOT OF wisecracks got flipped around about that trade fair seminar the Chamber of Commerce helped sponsor last December—"Siberia '75 — Opportunities for Washington State." Well, I'm delighted to report that the Chamber's newsletter is brightening this dull day with a dandy slip: "If you missed that great Soviet Trade Seminar held last December, you'll be pleased to hear that transcripts of the program are not (sic) available free (yes, free!) from the Chamber's Commerce Department." Or is that really Inflation Note No. 3,483 in disguise? . . . Life's small ironies: a shoplifter was busy out at Knoll Lumber Co. in Kenmore the other day. What did he swipe? "Most of a home burglar alarm system," sighs Carl Knoll.

A NEW magazine is cranking up—claimed to be the first nat'l mag ever published out of Scattle, but I get the feeting our long-memoried old-timers are ready to strike. At any rate, "Young Athlete," a bimouthly, is being readied by Jim Rothaus, who says, "It will be printed in Illinois, distributed nationally out of New York, but published in Scattle. Rothaus is a Queen Anne and UW grad, onetime assistant coach for the Continental Football League Rangers, also the Seattle Ramblers, with whom he played for nine years. Rothaus has been a publisher's rep here for 21 years and plans to have Young Athlete out by June. "It's the first sports mag aimed at young people," he says, "and if you're 43, a young athlete can be 35." Depressing, but true . . . And Steve Palmer signs us off today with that bumper sticker on an old Pontiac: "Don't Hit Me — My Lawyer's in Jail."

Skyjacker owes I.R.S. \$218,635

PORTLAND — (AP) — Dan (D. B.) Cooper, the sky pirate who vanished somewhere between Seattle and Reno in 1971, now owes the federal government more than the \$200,000 he

took with him.

The Internal Revenue Service says Cooper owes \$218,635 in taxes on the money he extorted. That's assuming he is alive, single and never filed a return on the money.

The I.R.S. figures Cooper would be taxed \$53,090 on the first \$100,000 and \$70,000 on the next \$190,000. If he intended to cheat the government out of its share, the civil fraud penalty is 50 per cent of the tax due, or \$61,545

Interest at 7 per cent a year is \$34,000. Total: \$218,635.

DB Cooper-23046

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${\it Back\ Taxes\ Owed}$ By D.B. Cooper

PORTLAND. Ore. — (AP) — D. B. (Dan) Cooper, the sky pirate who vanished somewhere between Seattle and Reno in 1971, now owes the federal government more than the \$200,000 he took with him.

The Internal Revenue Service says Cooper owes \$218,635 in taxes on the money he extorted. That's assuming he's alive, single and never filed a return on the money.

The man who gave his name as Dan Cooper hijacked a Northwest Orient Airliner at Portland, demanding \$200,000. He parachuted out of the plane, unobserved, and was never seen again.

The search eventually closed in on a wooded area of southwest Washington, but no sign of Cooper or the money ever has sur-

The IRS figures Cooper would be taxed \$53.090 on the first \$100.000 and \$70.000 on the next \$100,000. If he intended to cheat the government out of its share, the civil fraud penalty is 50 per cent of the tax due, or \$61,345.

Interest at 7 per cent a year is another \$34,000. Total: \$218.655.

That, of course, doesn't include a late filing penalty of \$30,771, and a late payment penalty of \$7,300 per year.

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By JANE SEABERRY

WASHINGTON (WP) whether a suburban Virginia heavy equipment operator named Jerry H. Cooper is really D. B. Cooper, the airline hijacker, who parachuted with \$200,000 ransom money from a Northwest Orient 727 jet on Thanksgiving eve, 1971, and was never seen again.

Acting on an anonymous tip; the FBI has questioned Jerry Cooper's sister in law, Carol Wood, manager of the Oakton-Park Apartments in Fairfax City, Va., who later told her brother in-law that the FBI suspected him of being the skyracher.

Jerry Cooper, 30, then called The Washington Post and met voluntarily with the FBI Monday in efforts to deny that he had anything to do with the crime, even though he is an experienced. skydiver and strongly resembies witnesses' descriptions. of skyjacker D. B. Cooper.

Both Coopers are about six feet tall, weight about 180 pounds and have dark hair and dark complexions. After looking at an artist's sketch of missing skylacker, Jerry Cooper said Monday, "I do look an awful lot like him. It's kind of scary."

Cooper acknowledged that he was a skydiver for eight years before quitting about five years ago. He also said that he once worked as an aircraft_fueler and therefore

- familiar with, the commercial operations αf jets.

But he insisted the FBI was investigating the wrong man. "My name is Jerry. I have a birth. certificate," Cooper said. "If I was going to hijack a plane, I certainly wouldn't use my real name;

"All I need is for them (the FBD to show pictures to people that were on the flight and say, 'Yeah, that's him, that's him."

Cooper said he contacted the Post and the FBI because he couldn't sleep since bearing from his sister-in-law about the FBI's inquiry. "I was shocked; that's really the word for it," he said. "If they're going to lock me up, I feel everybody should know about it.

confirmed, that the FBI received an anonymous tip last May from a caller who said he was afraid of Cooper. that Cooper was a dangerous person, that he had seen about \$15,000 in cash in Cooper's apartment and that he believed Cooper was the skyjacker.

Cooper said, and the FBI

"I I had \$15,000 I'd be out!, fishing somewhere," Jerry Cooper said as he lit this third cigarette within 20 minutes. When told that hijacker D. B. Cooper was allegedly a chalu smoker, he said, "Oh, no."

Cooper said he doesn't know who could have called authorities. "I probably have a few enemies, he added, ex-

plaining that he had been inand had been arrested for disconduct several orderly times in Fairfax County.

Cooper, who said he hunts in Virginia every year around Thanksgiving, said he is not sure where he was at the time of the skylecking. "I was probably hunting. How many men do you know can say where they were four years

Mrs, Wood also said Cooper was probably hunting with: relatives who have shot game that time of the year for 14,

When the FBI agent first questioned her, Mrs. , Wood said, "I laughed and laughed, I couldn't control myself. It was that funny." After more questioning, owever, Mrs Wood said, "I

however, Mrs Wood said, "I got super scared. My brother-

in-law is a super kind of a:

guy. He's an Aquarian. Re's born under a rainbow. Ha's

definitely no criminal." Morro Michael A Morrow assistant special FBI agent in charge of the Alexandria Vs., office; said Monday received information indicating he could possibly be D. B.

Morrow sald he personally is becoming more inclined to believe Jerry Cooper is not D. .
B. Cooper but that the investigation would continue. "We're just trying to ascer-tain if he is D. B. Cooper," Morrow said. "We're going to

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do. a certain amount of checking."
D. B. Cooper, described by witnesses as a middle aged man, bljacked a five stop flight from Washington, D.C., to Seattle after boarding it at to Seattle after boarding it at Portland, Ore. He collected. \$200,000 ransom in \$20 bills from Northwest Orient, Airlines officials, and parachuted from the planel near northwest Washington state after the 36 passengers, and two stewardesses, had then released diffing a ston been released during a stop earlier.
After getting the money.
Cooper had ordered the pilot to fly at an altitude of about 10,000 and at about 200 inlies per hour over the lowlands of western Washington and Oregon. When the plane landered at Repo New for refield. earlier. ed at Reno, Nev., for refuel-ing, the hijacker and money were gone. The thickly wooded area where Cooper is believed to have landed was scoured by searchers and neither Cooper searchers and neither Cooper nor the money was found.
Within 72 hours of Cooper's exploits, D. B. Cooper tee shirts bearing a picture of a suitcase. marked "s" parachuting down from the plane with legend, "D. B. Cooper, where are you?" were marketed by a Portland, Ore, manufacturer.
A song about the hijacker was written, recorded and was written, recorded and released within a week and became a favorite of Oregon and Washington state top-40 listeners. Later, bumper sticks appeared, asking Will the real D. B. Cooper please crand up?"

"THE Sky Jacksh who Got Away" "DB cooper, Another your ... his bye Jicken " D's Cooper, Home Free west upon "

If hijacker had invested Art could've made Cooper rich

By LES BLUMENTHAL

SEATTLE - If Dan Cooper had invested the \$200,000 he skyjacked eight years ago in Oriental rugs, apartment houses or Charles Russell paintings, he'd be a millionaire today.

Maybe he is.

Authorities don't know if Cooper, history's first known skyjacker-formoney, is dead or alive. But they have found no trace of him since he dived out the back end of a Northwest Airlines 727 jetliner with a parachute and disappeared into the night over Southwestern Washington on Nov. 24,

If he lived and was shrewd he could have parlayed the 21 pounds of \$20 bills into a fortune. The money was in a bag strapped to his chest.

Maybe the man who bought his ticket as "Dan Cooper" but was transformed in history as "D.B. Cooper" put the money in stocks, bonds or foreign exchanges. Maybe he's sitting in an Acapulco condominium laughing.

Or as Steve Morris, a Seattle antique dealer said, "He's probably living in east Ballard (a Seattle neighborhood), paying for groceries with the \$20 bills he got and wishing he had bought gold.

"There is really no end to the mo, w he could have mades I he had invisted in antiques," chins Morra, a member Lie Appr. Ler Associa-

of America.

tate.

"That's where I would have put it," said John Teutsch Jr. of Rainier Mortgage Co.

Teutsch said Cooper could have used the money for a down payment on a \$1 million apartment building that would be worth \$2 million today, even more if the units had been converted to condominiums.

"Eight years ago Seattle was just coming out of the Boeing crash. You could buy \$20,000 to \$25,000 houses all over the place. Those houses would be worth up to

could have tried real es- . \$70,000 apiece now," said Teutsch.

> Steven Haley of Friedlander & Sons, a Seattle jewelry store, says Cooper could have invested in a "traditional form of concentrating wealth" by buying diamonds...

Diamonds are worth up to three times as much now as they were in 1971.

"Nowadays, a fivecarat stone costs about \$50,000. Back then it cost about \$15,000," said Ha-

John Pringle, assistant special agent in charge of the Seattle FBI office, said Friday, "We don't have any more idea where he is now than when he pulled the job."

Pringle says it's possible Cooper could have spent the money without anyone knowing, even though authorities had the serial numbers of the bills.

While American citizens couldn't own gold in 1971, Cooper could have bought the precious metal on the Swiss exchange for between \$125 and \$150 an ounce back then, sáid Haley. Gold naw sells for over \$390 lan ounce.

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Page B8 The Oregonian Portland, Ore.

1918 B

A \$200,000 investment in Oriental rugs in 1971 would be worth \$1.8 million now, said Morris. Antique American furniture has quadrupled in, price, antique silver is worth five times what it was in 1971, American paintings of the 19th and early 20th centuries are

"A Charles Russell painting worth \$25,000 in 1971 would now be worth between \$150,000 and \$200,000," said Mor-

un tenfold.

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Hijack high jinks to mark Dan Cooper's 1971 leap

By LEVERETT RICHARDS of The Orogenica stell

ARIEL, Wash. — They'll have another party Saturday in this hamlet 10 miles east of Woodland.

There will be loggers' stew and loggers' brew and much to-do over the elusive guest of honor at the Ariel Store and Tavern, which will hold open house from noon to midnight or whenever.

"We don't know whether the guest of honor will show up or not, but we have broadcast invitations far and wide to Dan Cooper, wherever he is," said Laurel Fisher, who with her husband, David, own the emporium in this tiny timber town made famous by Cooper, the first of the high-flying, high-finance hijackers.

Cooper made history eight years ago, on Thanksgiving Eve, Wednesday, Nov. 24, when he hijacked Northwest Airlines' flight 305 in Portland, bailed out at 8:10 p.m. that stormy night near Ariel — and vanished.

Not a trace of the man who gave the name of Cooper or any of the 10,000 \$20 bills he carried has been found, despite a series of intensive searches by ground and air over the flight's route from Seattle to Reno, during which Cooper is believed to have bailed out in freezing weather in a howling storm.

The FBI continues to get "Cooper calls," said Bill Williams, FBI spokesman in Portland. The latest was a parachute found Nov. 7 near the Kalama River Road, which proved to have no connection with the Cooper case.

But that doesn't discourage the sponsors of "Cooper Capers Day," which has been held since 1975.

"People will be dropping in all day, sitting around the wood stove or the 30-gallon stew pot, swapping lies and maybe buying a few of the 'Hijacker's Guide' book we have for sale or the T-shirts which say 'I was there, D.B. Cooper Day, '79,' "Mrs. Fisher said. +

There will also be sky divers parachuting into town about noon.

"Maybe Cooper will be among them, who knows?" Mrs. Fisher added.

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Possible D.B. Cooper clue found

plastic placard from a Boeing 727, found by a hunter in a thickly wooded area, could be a link to the unsolved November 24, 1971, D.B. Cooper skyjacking, authorities said today.

Cooper is thought to have parachuted from a Northwest Airlines jet near Woodland, about 10 miles south of here, with \$200,000 in \$20 bills.

The placard is described as an itemergency-warning notice of the type posted next to the rear exit, of 727s.

"There isn't any way that it could have come off a plane without the (rear) door being opened," said the Cowlitz County sheriff, Les Nelson, "We know that two days after Cooper jumped that the placard was missing off the plane.

"This is the first probable, tangible piece of evidence that has surfaced in the D.B. Cooper case," he added. "It's inconceivas ble, it's one in a million, that any

other plane could have lost it in the area in which D.B. Cooper jumped."

The placard was found about "six flying minutes" from where Cooper is believed to have jumped, said Nelson. It was found last November by an elk hunter, Carroll Hicks, of Kelso, near a Weyerhaeuser Co. logging road north of Ariel, said Nelson.

The Federal Bureau of Investingation and sheriff's detectives; withheld information about the

find while trying to verify the placard's origin, he said.

The jet was en route to Seattle from Portland when Cooper handed a stewardess a note saying he had a bomb. After picking up the ransom and two parachutes in Seattle, and allowing the passengers and two of three stewardessies to disembark, Cooper ordered the plane to Reno. When the plane landed in Reno, the rear ramp twas down, and the money, one parachute and Cooper were gone.

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turned supporting evidence suggestive, the Countext was Coople, including two petien, its on the bijection pirplane who saw photos of Coffelt and identified him eaunes.

The story also has intriguing characters incidency citezed bungling, Fill agents, a rich rightwings ecluse who is the last living relative of Abraham Lincoln and the convicted assassin of Martin Luther Iciarily. King Jr., James Earl Ray.

-Much of Jock Coffeit's life is strouded in mystery, and that's undoubtedly the way he wanted it. This parture of his life was pieced together from interviews with comous knowledgeable sources, including journālisa and lavmen.

Corrett, vano tvas born in 1938, spent the first \$3 years of his life in and out of jude throughout the Midwest for a variety of usings celture. In 1843, he bit the big time: He received, a 10-year materior for biferstate transportation of a molen sutemobile, and network time in Atlanta and Leavenworth federal prisons. Over the years, her cell unites reportedly included Col. Jack Percent, who was convicted of stipaling the Home errorn jewels during World War II; Jemes Earl hay, who is presently serving a Lie sonte see for killing Flortin Lather King Just and J. mes Brown, on Army either completed our riving time on art aman't charge.

Coincline during it one prima years, Coffell and the BESI apparently raids contact. A source, who refluented anonymity, trys there is a letter it, near by J. Edgar Bover asking the prison worden for information about Coffelt, as well as evidence that the agent in charge of the local FBI effice in Atlanta was Colleit's

soje vedtor for five years. Rema persons will have studied Coffel's pres bespect that he because an Fill informant in prison, perha is recretly turning over information damaging hims-of describe his days in the pen as a "revolving dfor," claiming that he would be let cut for a few days of whole at a time to carry out "a job" for the ggvorrment.

The FBI refused to comment on pay of tals or on n'y e for aspect of Colle't's life.

In 1838, after serving only any pages of his 10-year of Some who have investigated Confections. adatoric, Collek was puroled facia Leaven couth.

with short Told Lincoln Berkmith, the hit living bit ching of Flight 205. rgiate e of Abreliam Lencoln.

" relieble - Lincoln's problem wiften - is the selon of rich in artificit Western Best with, and to lifes on a spinishop 250-acre estate to Vegicia. The folial come from the Educoln side of the family. Biolog it inherited it from his mother, who see that the a date ment for failur, lake market and " ".

Frit is a mystery story — thought a b you igstion has be full-colorable food one bead title with his wealth, a fix-ished-spectime evidence suggest to gith it content was ill present income from a biotime trust i. It by his I, ther. He has reportedly faunced several alght-wing

. Coffeit become Beckwith's alde-de-camp and got chitiol of more than one Beckwith-Harneed bank account. But little cire is known about this mysterious relationship, which Beckwith himself declines to

Other bits and pieces have escarged about this

period of Coffett's life:

D In 1974, Coffett begeted to an old friend, former Atlanta cell mate dames Brown, that he had "belped hill a nigger" to bi-rophis, Tonn. Then, cloborating plightly, he said that he had been in "one of the white cars" that caused or danon around Hemphia immedijetely after Merica Lating Ring Jr. was assessmeted in

In 1973, Jámes Derl Ray was chown a picture of Colleit by someone harmingthe Colloit-Cooper connection, and reportedly identified his old prison more - but only after being shown Coffelt's death ecrtificate. Buy pove no further information, according to a source close to the investigation.

D Coffelt allegedly exerted a number of official redentials: FBI, Exportment of Agriculture, passes for he White House and Pentagon. A college professor eported that he was riding in an automobile with Poffelt in Wasameton, D.C., when Coffelt picked up Ecn. Creighton Abrama, U.S. Army chief of staff inow becezsed and took him to the Pentagon. This professor has claimed that he sow Coffelt fiash FBI credentials.

Somethice around 1970, Dockwith fired Coffelt. R reas a bitter parting. In 1973, Beckwith settled a suit fired by Coffelt reportedly by giving his former aide a mun equal to (750 per month, retroactive to 1933, (The scittement papers are scaled by court order.)

Heckwith is still alive at about 60 years of age. But tel his nell mates. Certain rources add that Coffelt he lives in seclusion, and has declined repeatedly to be interviewed on his relationship with Coffelt.

After the break with Beckwith, Coffelt spent the unit couple of years in Washington, D.C., and, for brief periods of time, in Lawrence, Kan. He held a string of acid fobs during this time and was described as being

Some who have investigated Coffelt theorize that his deteriorated financial situation after his break with I . the mid-loss, he began a crysterious tractation Learning have driven him to try the desperate

Legisland job is a surgical tectories at these stern raid Sumners. "We had a lab report confirming that Virginia . Tourist. His superior factor, and man, told (the) cording ... was from a parachute and several years for reastly Confelt bed difficulty and a great place old. No one has ever tolled me, but I'll be happy to take joint are real big "beday on his or a large of the detector to tabout where we found it, and how injuries which some believe he sustaited in the we dug it up. We were very careful uncovering it. I parachute jump. He worked at the Lorphul through took soil samples which I turned over to the lab so I most of 1872, then in June of 1973 he confected his old would know something fault't just been buried there." cell mote, lames Brown, for the first time in years.

A year later, in May 1974, Coffelt told Brown for remote wilderness," Surpliers explained. This was Big the first time that he was D.B. Cooper and disclosed Foot country. We had to lower ourselves down a cliff some details of the crime that, if true, presumably only to get to the site. There was a dead tree that Jack told the higher could have known. For example, accord Brown said be hit. And this enormous, two-story high ing to Prown, Caffelt described changing into hoots rock with marking on it. "Xs" and "Os" that Coffelt before it imping and bossted of flirting with one of the resid he had scretched into the rock the night be landed stewards sees. Coffeit also said that he dropped the there. That was where we dug. You could even see the 6200,000 rantom during the parachute jump and had narrow trenches, where his feet had bit the ground." never recovered it.

the Cascades and look for the small fortune, but he Cooper. needed bein. Brown agreed to accompany kim, and in July of that year, the two men and Brown's muscular, gone to great lengths to cover up and otherwise detail C-foot-plus, 17-year-old son, Dyron, made a weeklong the case. trek into the mountains.

However, after a week to would they are the recives didn't-ga-after bim I requise they knew he had stories es inconspicuous as possible, they found no money and to tell about his earlier ecoperation with the agency. quit,

. Sull, to the Cay, James Prown courses conshabon to his conviction that his old cell mate was it. i. Cooper.

After the Cascades trip, Colfeit more I to Hawaii and died there in June 1975. Brown, who sid not learn about Coffelt's death for more than a year, had written down everything Coffelt told him, and began writing a book manuscript. But he knew he newled belp, preferably from a promoter familiar with Hollywood wheeling and dealing.

· Brown found free-lance producer Dick Summers, who was in Las Vegas while producing a firm Norton

heavyweight this fight for CES Sports.

Summers said in an interview that he subsequently had Brown and his son take lie-detector tests concerning the five weeks they spent with Coffelt. "They passed with flying colors," Summers said. "But all that meant was that Brown believed Colfeli's story. I kept thinking, if this story is true, it's the story of the century."

Summers began his own investigation, and be and Brown organized an expedition into the Cascades in 1977, back to where Coffelt had taken brown three years earlier. This time, thanks to a metal detector and energetic digging, the scarca purty uncarthed a solid piece of physical evidence a 14-inch piece of cording that provided to be synthetic wylon of the type used in parachute shronding + and it was 5 to 7 year-id.

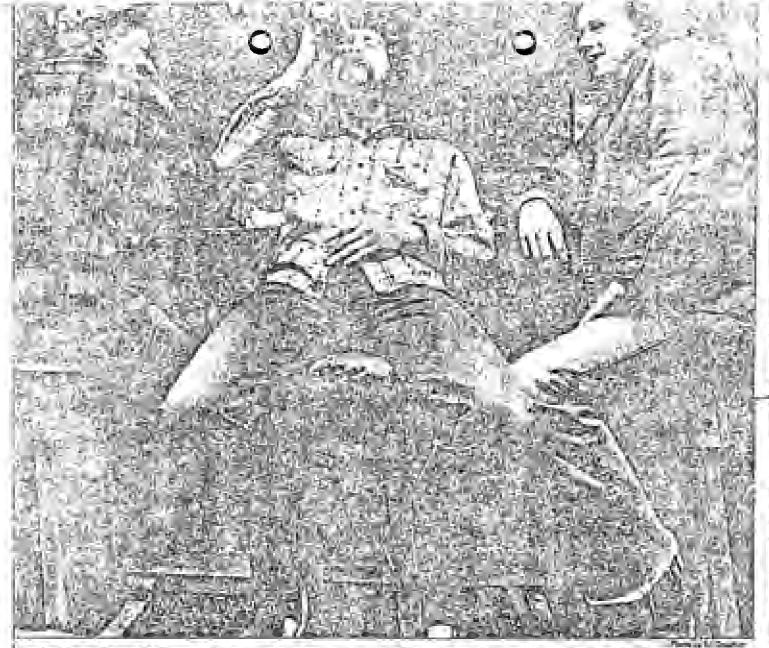
" Eleven Coys after the Couper the Ching, Callelt " "The autrong piece of circumstantial calciance,"

"The area where we found this was very primitive,

. Summers because a believer in the story, and he, Coffell told Erown that he wanted to go back into too, is still conveneed that Jack Coffell was D.B.

In addition, Supmers believes that the FBI has

Summers added be suspects that the FBI may have According to Brown. Coffeit was then so fit that at Summers added be suspects that the FBI may have one point he nearly outlined on a steep grade, known all along that Coffeit was the hijacker, but one point he nearly outlined on a steep grade.



ymaker from Engar's Coper Days two years ago. The yearly event in Ariel teres D.B. Coper's 1971 disappearance.

oper's per ys el set to cheer

acker's leap

By Richard Spiro

ARIEL — Saturday will be Cooper's Caper Days once more in this community, where hijacker D.B. Cooper, burdened with \$200,000, might have jumped from the rear door of a Boeing 727 on Nov. 24, 1971

David R. Butterfield, publicity chairman for this more or less prestigious event, plans to whomp up 30 gallons of loggers' stew outdoors near the Ariel Store and Tavern.

Rumors that he will not be allowed to prepare the stew inside the store because the effluvium would dangerously weaken the rafters is described by Butterfield as arrant nonsense.

There have been some changes since the celebration was first thrust upon the helpless populace. Dave and Laurel Fisher, one-time Californians, now own the store. And instead of buffalo stew, Butterfield has to make do with loggers' stew because the buffalo have all gone to that happy hunting ground.

No one knows where Cooper has gone, but there is more than a slight suspicion that he too is roaming that happy hunting ground, where the \$200,000 he extorted from Northwest Orient Airlines will do him no good.

Butterfield notes that the celebration this year will be spiced up a bit because earlier a sign from the rear door of a Boeing 727 was found in the area. More recently an orange and white parachute turned up in a wooded area of the county. The FBI says it was not one used by Cooper.

The only hard and fast facts, however, are that neither Cooper — if indeed that is his name — nor the money has ever been found.

Meanwhile, back at the Ariel Store the potbellied stove will valuantly attempt to king place warm while theories as to the high the treatment of the store that the store

Cooper may or may not be anve, but he lives, and apparently will continue to live among other legends of the great Northwest

(Mount Clipping in Space Below)

ears,

by CLYDE JABIN United Press International,

PORTLAND — Thanksgiving time has special meaning for Ralph Himmelsbach, I', ordered destination of Reno, Nev, but the Federal Bureau of Investigation agent, especially this year.

It marks the eighth anniversary of his search for D.B. Cooper, who parachuted from a skyjacked jettiner to oblivion with \$200,000 in \$20 bills on Thanksgiving eve,

Himmelsback has put in thousands of hours, more than any other law-enforcement official, trying to catch Cooper, and it will be his last Thanksgiving on the case. He takes mandatory retirement next September 30 after 281/2 years with the F.B.I.

Cooper boarded a Northwest Orient Airlines Boeing 727 jetliner in Portland, took control of the aircraft by threatening to explode a "bomb" in his briefcase, hywhere Cooper was believed to have forced it to land in Seattle where he got a jumped. forced it to land in Seattle where he got

the ransom money, then parachuted into the Southwest Washington wilderness No trace of him or the money ever was

Himmelsbach says he will not retire frustrated if he does not solve the case.

"It hasn't been frustrating, it has been fascinating," he said. "It has been interesting every step of the way.'

The FBI, approach also is directed against getting too emotionally tied up in a case, he said, since an agent then would not be as effective.

"I do not have an ax to grind," he said of Cooper.

Himmelsbach, who spent Thanksgiv ing eve, 1971, listening to the radio communications, recalls how the pilot men oned during the flight from Seattle that! he thought Cooper had jumped because of a "low pressure bump." The agent said the bump, which also registered on the that recorder at 8-11 p.m., occurred what the door in the tail of the plane

swung back partially shut after Cooper jumped.

Two F-106 fighter pilots from McCord Air Force base were following the airliner. after it left Seattle en route to the Cooper & fighter pilots did not see Cooper jump.

On Thanksgiving Day, Himmelsbach spent two hours flying with a Civil Air Patrol pilot in a small aircraft, crisscrossing the densely forested area where it was computed that Cooper went down in the Lake Merwin region.

"We didn't see a thing," the agent

The next day, an Army unit from Fort Lewis was brought in to search the north-east Clark County area. The soldiers found nothing.

The only item that has ever turned up from the flight was the 727's rear door plastic plaque, apparently torn off by wind, found last January 12 miles north of

'Cooper had to have a stewardess put the door down during the flight," said? Himmelsbach, adding that she then returned to the pilot's cabin. "That was the last time anyone saw him before he, jumped."

Himmelsbach said the F.B.I. has been able to pretty well determine what hap-, pened during the hijacking, but has no clues as to who Cooper actually is or how the skyjacker got to Portland Internation-.. al Airport

The agent thinks Cooper got the idea for the crime from a news report two weeks before about a hijacking attempt in Chnada where the man was captured be fore the plane got off the ground

Himmersbach said the F.B.I continues 'work on the inystery.

"We've pledged to the public and toburselves to give everything a hard look," rhe said.

Himmed bach said not every "little detail" on the case has been made public

(Indicate page, name of newspaper, city and state.) D.C11 Seattle Times Scattle, Wa. Date: 11/22/79 Edition Final

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- for instance, the colors of the two parachutes Cooper got from the airliner and used in leaving the plane with the imoney. He said this gives agents a "little ledge" to eliminate the "phonies" who either attempt to pin the crime on an acquaintance or to claim they did the skylacking themselves , skyjacking themselves.

has. The agent said that in addition to the official time on the case he has also flown over the area of the parachuting in his own plane or on other flights.

"I always look to see if I can see something," Himmelsbach said.

Details of the hijacking have become as well known to residents around Lake Merwin as the Indian legends of the area.

For the past few years, a tavern at Ariel on the edge of the lake has held a Thanksgiving eve "D.B. Cooper party" for the hijacker — or anyone else who might want to drop in. might want to drop in.

Thus far, the guest of honor has not

showed up.

(Mount Clipping in Space Balow)

Sug B

The Daily Chronicle, 98531, Saturday, May 15, 1978

It was 'Dan' Cooper,

not D.B.

By HAL-D. STEWARD Chronicle Staff Writer

All this time you have thought the first skylacker to parachute — he did it in Nov. 1973 northeast of Woodland to earth with his \$200,000 loot was named D.B. Cooper.

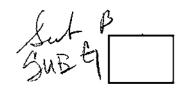
Not so. He was never known as D. B. Cooper except in the public mind. He called himself simply Dan Cooper when he bought his ticket and boarded the plane at Portland, en route to Seattle, where he commandeered the jet and got his parachutes and money. It is as Dan Cooper that the FBI is still looking for

This is the kind of dispensable information you'll find in a new book called "The Dictionary of Misinformation" by Tom Burnam (Thomas Y. Crowell Co., New York).

The book puts us straight on a veriety of esoteric mis-information mpst of which has been passed down to us as accurate for several generations.

(Indicate page, name of newspaper, city and state.) Page W-4 The Daily Chronicle Centralia, Washington Date: 5/15/76 Edition: afternoon HAL D. STEWARD Editor: ERIC HOXIT Title: NORJAK Character: CAR 164-81 Classification: Seattle Submitting Office: 🕶 Being Investigated DPY SENT TO BUREAU SEARCHED ... INDEXED SERIALIZEDE! **b6** MAY 20 1976 b7C

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Old parachute wasn't from famed hijacker

Cowlitz County Sheriff Les Nelson says a parachute found in the Kalama River area last Wednesday was definitely not one used by D.B. Cooper in the skyjacking of a Northwest Orient Airlines jet on Nov. 24, 1971.

"We checked with the FBI Tuesday, and they say this is neither the type nor color of the chutes Cooper had," Nelson said.

The parachute turned over to the sheriff's office Monday had a small tag bearing the words "U.S. Air Force," he said, and appeared to be a drag chute.

It was discovered by a logger, Darrell G. Ray of 118 Red Row, Kelso, near the 6257 line off Kalama

River Road.

The chute had been buried under vegetation, and appeared to have been in the woods for a long time, are cording to the sheriff's office.

Bill Williams, an FBI spokesman in Portland, said the chute is not related to the skyjacking case, even though it was found in the general area where Cooper is believed to have left the plane.

The man using the name D. B. Cooper boarded the jet bound from Portland to Seattle on Thanksgiving eve 1971. During the flight he threatened to blow up the plane with a bomb he claimed to have in a briefcase unless he was given ransom money.

After the aircraft landed in Seattle, he freed the passengers and was given \$200,000 cash and four parachutes. He ordered the plane to fly to Reno, but opened the rear airstair over Southwest Washington, and bailed out.

No trace has been found of the skyfacker, the ransom money or the parachutes.

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(Indicate page, name of newspaper, city and state.)

No hunt set for skyjacker

See related story, Page 11. By COLUMBIAN STAFF, AP

An FBI agent here said this morning that the piece of plastic decal found by a Kelso hunter last November could have dropped from any Boeing 727, not necessarily the one hijacker D.B Cooper bailed out of Thanksgiving eve 1971.

John Gordon of the bureau's Vancouver office said, "There is no positive proof that the decal came

from the Cooper plane

An FBI spokesman in Seattle, speculated Thursday that the decal may have fallen off the Cooper plane when the craft was used for a reenactment of the hijacking six weeks after it occurred

"We noticed the decal was missing after that, but not before," the

spokesman said

A spokesman added that the placards, used to give emergency directions for the rear door on 727s, have been known to fall off under normal conditions.

Earlier this week Cowlitz County

Sheriff Les Nelson disclosed the discovery of the decal last November by Carrell Hicks, a self-employed welder from Kelso who was elk hunting when he found the bit of debris

"It's one in a million that any other plane could have lost it in the area in which D B Cooper jumped," Nelson and

But while the 10-inch square decal has stirred wide interest, Gordon expressed doubt it would help solve the mystery behind the case.

"It's interesting, but I don't think it will help us find Cooper," he said of

the decal

Gordon said the FBI has no plans to resume the search for Cooper and the \$200,000 that left the airplane with him

Cowlitz County officials have indicated they do not plan to search for Cooper, either, but they did say they hope to encourage people to "keep their eyes open," when they are in the area the decal was found about 12 miles east of Kelso.

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Where's D.B. Cooper? Journal Reward Aids Search





Have You Seen Him?

MERI ARE office transporte statutes of personating bisecure Data Cooper who dis-appeared with \$200,000 from Northwest Crient Atribus Mt Max 24, 1971, as a New et his seniors between Regitie and Research The my use . I will know you was any

The FSI is still looking for the and plopsy. The Learnal is offering \$1,000 for first-\$20 of that movey so be termed in, if money manages served emphases of any of 19,900 lette Cial veyleted with Cosper, Sprint ne person marchine are to be local on page

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THE OREGON JOURNAL PORTLAND, OREGON

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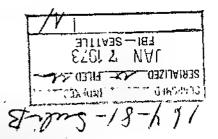
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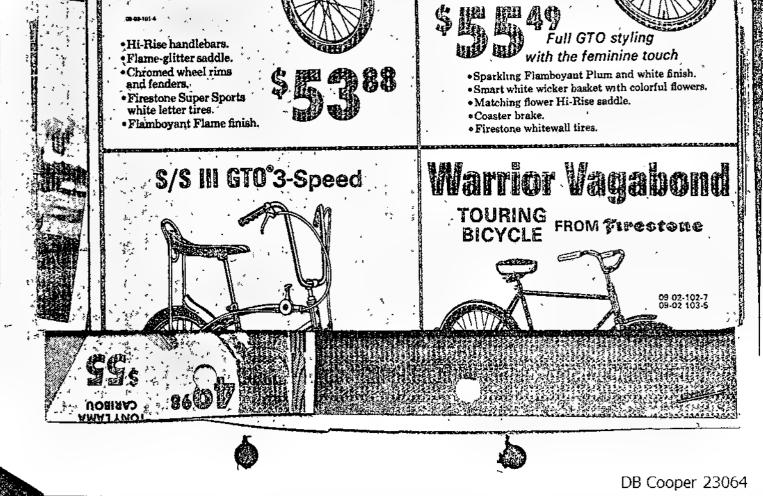
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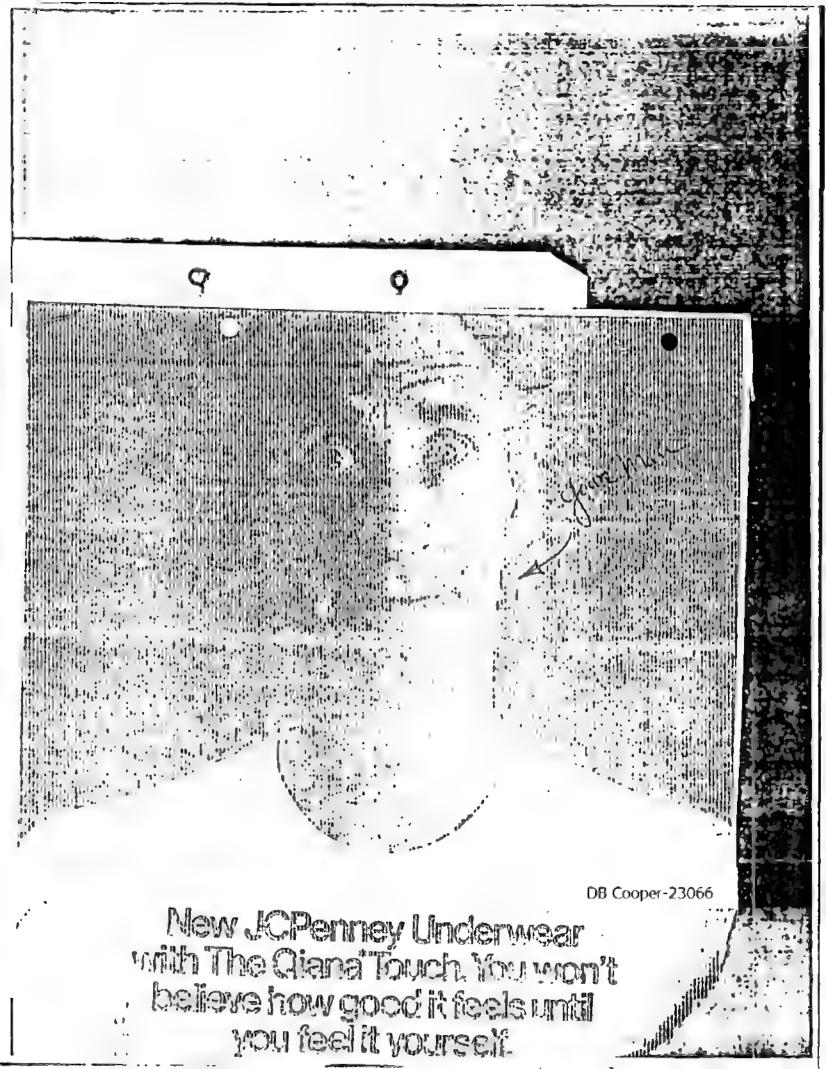
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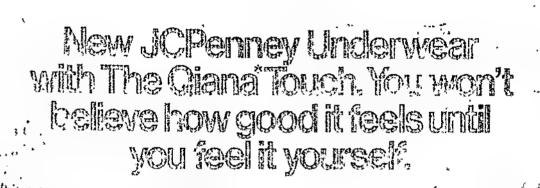
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OSky Jacken Cooper: Still a folk Loro, Still a myster





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Please :

(Mount Clipping in Space Below)

Northwest 727 hijacker

Coopermade

a quantum leap into mists

oimythology

By John Kerans

You can't tell a book by its cover. Nor a crook by the crime he's committed. But if you can't read the book, or you can't find the crook—then surely some speculation's permitted.

Take the case of D. B. Cooper, who 7½ years ago used a bomb threat to take command of a 727 jet, then parachuted to freedom with \$200,000 extorted from Northwest Airlines. No trace of Cooper was ever found. And since it's the only such unsolved crime in American history, you could say Cooper wrote the book on skyjacking. But he took the book along the night he made his quantum leap. And that's where the specula-

The playwright:

John Orlock began to wonder about D. B. Cooper a few weeks after the crime was committed. Orlock found a letter purportedly from Cooper reprinted in the New York Times and he clipped it out. Orlock still has that clipping, though it's yellowed with age.

(In the letter, "Cooper" said in part' that he had only 14 months to live and that "I knew from the start that I wouldn't be caught.")

"I read it and got the feeling of a man who finally decided to do something with his life. There was a great sadness and a great courage here," says Orlock, his fingertips touching the clipping.

"If this was indeed the case, that he was dying—and I am sure that he is now dead—then there was a certain justice here. It was a haunting piece of writing. Most importantly, I could feel a 'personality' emerging."

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Date: 14-8-79

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Sunday

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Legend of a hijacker comes to Cricket Theater

By Mike Steele . Staff Writer.

On Thanksgiving Eve 1971, a mild-mannered man using the name D.B.. Cooper hijacked a Northwest Airlines 727 and, somewhere south of Seattle, parachuted out clutching \$200,000 in \$20 bills. He hasn't been seen since.

It was a great mystery and Cooper became something of a folk hero. Songs were written about his dazzling escapade and D.B. Cooper took his place alongside Robin Hood, we all three muskingers.

Almost overlooked during the episode, however, was a letter received by several newspapers a month after the helacking. It was written by a minimum of the letter said. It am no modern day Robin Hood. Unfortunately I do have only 17 months to live." He took the money, he wrote, "to gain a few fast grains of peace of mind."

One who didn't overlook the letter was playwright John Orlock. "I was fascinated by that letter," explained the 33-year-old writer, "especially a part where he wrote about living a life of agony, turmoil, hate and more hate. It was a beautiful piece of writing, straightforward and simple, the kind of letter a D.B. Cooper would have written. Let's face it, the hijacking was one of the great acts of imagination of our time, the idea of taking the money and leaving the airplane up there.

"I clipped that letter and put it in my files for a few years. I was thinking about it during that time, however, and it kept coming out in my mind as a musical, a small cabaret musical. Then five years ago we performed a rough draft of it in a workshop at Penn State where I was teaching. It only had five songs and only two brithree of those original scenes remain today."

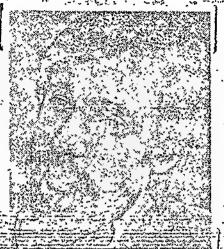
But he has worked and reworked lift since, and last year. "The D.B. Goodper Project" was done in a reading during the Cricket Theater's later night works in progress series. It worked well enough that the Cricket is presenting it on its main stage beginning Friday through May 5, under Lou Salerni's direction.

The play, like most of Orlock's to date, will be a comic drama. It won't be the big, metaphorical statement he'll be after but, as he put it, "just people in a situation, a look at what happens when interesting characters are placed in a situation that will knock them around. I never start a play saying, 'I want to say this.' It's deadly. What really makes me cringe is when a playwright uses the title of the play as a metaphor in the play, you know, here comes the-Streetcar Named Desire, I look for character, and let metaphors find themselves through them."

Orlock's characters tend to be based on historical fact, then shot through with the writer's imagination. His "Indulgences in the Louisville Harem," one of last year's hits at the

DB Cooper 23070

Luh B 164-51-5099



ohn Orlock

Cricket, featured a mesmerist from the International Institute of Science and Populism. The mesmerist, it turned out, was mute and had to be accompanied by a friend who said all his words for him though the ideas behind the words, we were assured, were the mesmerist's.

He has also written plays about a man who played the organ in a Boston subway station and about the Golden Girl, the first female baton twirler to march with a coilege marching band. His latest play, recently given in the Cricket's works-in-progress series, "Revolution of the Heavenly Orbs," is about a 12th-century French cathedral builder.

It there's one thing that typifies Or-

lock's plays to date it is the way he begins with logical, historical situations and lets those situations zoom through logic right off the wall, often into surprisingly tender emotions.

"The humor is so important," said Orlock, "in terms of holding an audience. If you can make them laugh they'll follow you anywhere, right through logic into areas you could never get them to follow you normally. You simply can't bore an audience and move them too. I'm learning that more and more, how to hold an audience and how I can turn that back in on itself or into a different level."

Re-pulls his comedy from many styles. The been watching Abbott and Costello lately," he said. "It's just absolutely primal, basic material, beautifully built. The 'Who's on First?' sketch is to comedy what Bach is to music. I also watch old television series, like Sgt. Bilko. It was well written formally and just needs a content injection. And I love Moliere.

"What I'm after is situational comedy, the kind that builds from characters to the point where the audience finally says 'Oh, no, he isn't really going to do that!' It takes a bit more time to build those situations as opposed to just joke humor, but it's so much richer."

Orlock also wrote the II songs in this, his first musical. In fact, in the



lest tradition of musical theater, his ad just completed the final one preek or so before opening.

"I have a background in piano," he said, "but I haven't composed much. I did do some small film scores and some commercial work, but not much. The one song last year in 'Louisville Harem' was my first theater song, I don't think I can really describe my style. I look for theater music, songs that are scenes in themselves. I like a lot of early Kurt Weill music-but I'm still exploring. This piece is scored for two planes, harpgad either percussion or strings. Not: sure yet. I had a tupa in there first, but when the harp came in I instrument, perfect, ethereal flying music."

Orlock is a native of Philadelphia' and has taught at both Penn State and Boston University. He set out to become an actor and director but about nine years ago took a playwriting course that showed him to be a writer of some skill. He soon won a Shubert Playwriting award to study at Penn State, where he wrote his first full-length play.

"I felt the great satisfaction of hearing an audience respond," he said, "and found out how nice that could be. I wrote only off and on for a while but I was getting more and more reinforcement and finally in tate 1973, when I began 'D.B. Cooper,' I made the commitment to playwriting."

Fe came to Minneapolis in 1975 because he was tired of teaching and lad heard the theater scene was promising. He and his wife loaded up a U-Haul and breezed into Minneapolis on Labor Day. He spent the first year selling calculators at Dayton's by day, teaching theater at the Guild of Performing Arts at night. He wrote and directed a few shows there and finally, a year ago, was named a playwright-in-residence at the Playwrights' Lab.

"It is a very, very useful program," he said. "I'm still involved with it. It's an opportunity to take good actors and a director and say. All right. To like to present this work. And then work on it and see how it plays. Out of the Lab work I can hear the piece, rewrite it and work it out. I still like to work this way. The Cricket's works in progress series has worked out the same way. It's a very nice way to bring a play along."

Starting next fall, Orlock will become the Cricket's literary manager in charge of reading new scripts, helping with play selection and, of course, writing.

"Above all," he said, "it will be a steady salary. I'll phase out most of my teaching and be able to concentrate on professional theater. In fact, until they asked me to take that position I had seriously thought about going back to college teaching, just to put bread on the table. I wasn't too happy with those prospects. Believe me, it feels much better to be in the theater."

(Mount Clipping in Space Balaw)

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Mpls. MN Date: 4-16-79

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The Cricket's 'D.B. Cooper' is leap into rare experience



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D.B.'s card? Feds think not

Washington could have ing spokesman.
dropped off any passing It was disclosed
Boeing 727, not necessari- Wednesday that an elk edge.

enactment of the incident placard's origin. . six weeks after the 1971

hijacking.

but not before."

A heavy plastic placard "Those placards have found in a heavily forest-been known to fall off on ed area of southwest the runway," added a Boe-,

ly the plane skyjacked by hunter found the notice the legendary D. B. Coo- last November about 12 per, officials acknowl- miles east of Kelso. The ge. discovery was kept quiet
The FBI says the pla- while FBI and Cowlitz , card could have dropped County sheriff's detec-from a plane during a retives tried to verify the

A person identifying himself as D. B. Cooper Ray Mathus, FBI hijacked a Northwest spokesman in Seattle, Orient plane Thanksgivtold The Associated Press ing eve on a flight be-yesterday the hijacked tween Portland and plane was used in a simu-lation of the hijacking, \$200,000 and jumped, and, "we noticed the decal from the plane. Neither was inissing after that, Cooper nor the money has been seen since.

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(Indicate page, name of , newspaper, city and state.)
p.Al4 News Tribune Tacoma, Wa.
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Date: 1/19/79 -Edition: Final
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DB Cooper-23077

o the store. Last year, a professional parachutist from Portland and two of his students came right down. Think that's what Cooper did.

"He was a man who liked a challenge. A loner. I don't think he needed the money. Maybe he didn't have anything to do on Thanksgiving."

If this is where D. B. Cooper landed with the \$200,000 ransom, then he fell in with good company. A long time ago, before reforestation programs, the loggers had a stogan.

Simply put, it read: "Get yours and get out."

The psychiatrist:

David Hubbard-cursed the idea of a musical about D. B. Cooper when he learned of it.

"I'm of the opinion that this type of thing doesn't need to be perpetuated. Cooper represented no ideals and no values. He's not a folk hero. He was a man acting selfishly. The number of people who can be harmed by men who think they'll be immortalized is innumerable."

In 1971, Hubbard wrote a book called "The Skyjacker." It's the only psychiatric study of the "skyjacking personality," and it's based on dozens of interviews with men who committed the crime.

Hubbard's premise is that we are bound together by twofold gravity. One part is physical—which holds us to earth. Another is emotional—which holds us to each other. Skylacking, he concludes, is a defiance of both realities.

Hubbard also believes in "mutations." One man commits the crime; another emulates it. Cooper—he points out—was not the first to get together parachutes, bombs and disguises. A Canadian tried the same trick in Calgary three weeks before. Hubbard assumes Cooper read about it and tried to go the Canadian one better. He did—the Canadian was caught and Cooper was not.

"Cooper created nothing," says Hubbard..."He was an imitative creature. like nil the rest who followed."

There certainly were plenty to follow—though none succeeded. Eventually, the back stairs on 727 jets were modified to lock in flight. And that was the end of that.

"I took the notorious and made is commonplace," says Hubbard. "You want to take the commonplace—and D. B. Cooper was commonplace—and make it notorious. I don't buy that."

Psychiatrist David Hubbard does all his work at the Aberrant Behavior Center in Dallas, He lives nearby. Back in 1971, Hubbard—like Cooper—received \$200,000.

But Hubbard's money came from a private benefactor. It was given to innance a study on skyjacking.

John Kerans is a free-lance writer.

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D. B.'s leap? emnant of

KELSO (AP) — A heavy plastic pla-card from a Boeing 727, found by a hunter in a thickly wooded area, could be a link to the unsolved Nov. 24, 1971, D B. Cooper skyjacking, authorities said today.

Cooper is thought to have parachuted from the Northwest Airlines jet near Woodland, about 10 miles south of here, with \$200,000 in \$20 bills.

The placard is described as an emergency warning notice of the type posted next to the rear exit of 727s.

"There isn't any way that it could phave come off a plane without the (rear) door being opened," said Cowlitz County Sheriff Les Nelson. "We know that two days after Cooper jumped the placard was missing off the. plane.

"This is the first probable, tangible piece of evidence that has surfaced in the D. B. Cooper case," he added. "It's inconceivable, it's one in a million, that'; any other plane could have lost it in the area in which D. B. Cooper jumped."

The placard was found about "six flying inmutes" from where Cooper is believed to have jumped, said Nelson. It was found last November by an elk ; hunter, Carroll Hicks of Kelso, near a Weyerhaeuser Co. logging road north of the town of Arrel, said Nelson.

Although Cooper is immune from prosecution now — the federal statute, of limitations on that crime is five years, authorities have said - he has never been seen and none of the \$20 t bills given in ransom has surfaced in

circulation TO OPERATE Access obon, pull on F YEN HAD OLE IS PULLED AP Laserphot

Cooper placard?

Cowlitz County Sheriff's detec-s tive Bob Nix displayed an exit placard from a Boeing 727, found near Toutle by a hunters and confirmed by the FBI as matching one missing from plane hijacked by D. B. Cooper

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(Indicate page, name of newspaper, city and state.)

News Tribune Tacoma, Wa.

Date: 1/17/79 Edition: Final

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Classification: Submitting Office: Seattle

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DB Cooper 23079

Skull Found in Oregon—Is Not D. B. Cooper's

PORTLAND, Or e. — (UPI)—The "D. B. Cooper" skyjacking case remained as much a mystery as ever yesterday with the latest set of tantalizing possibilities — a weathered skull, clothing remains and a parachute hanging from a tree — apparently ruled out of contention.

Cooper, one of the first in the nation's series of skyjackings, jumped Thanksgiving Eve 1971 from a Boeing 727 somewhere south of Woodland, Wash., with \$200,000 in \$20 bills stranged to his hold.

bills strapped to his body.
He had seized the
Northwest Airlines jet between Portland and Seattle, received the money in
Seattle, and ordered thecrew to fly to Rene, Nev.

En route he disappeared.

The skull, believed to be that of a Caucasian in his early 30s, was found Thursday in the Mt. Hood National Forest 10 miles east of Estacada: Near the skull was a parachute hanging high in a fir tree.

the skin was a paracrime hanging high in a fir tree. The Clackamas County sheriff's office said clothing was found in the area earlier, but it had not been connected with the Cooper case. A spokesman said the parachute was believed to be from a weather balloon.

"I'm satisfied it is not him," said Dr. Larry Lewman of the state medical examiner's office, who studied the skull and checked with the FBI.

Dr. Lewman said the

skull was of a person younger than the description of Cooper, who was believed to be in his late 40s or early 50s. Lewman said the plane's flight path was west of Portland and the chute was found east of the city.

Sheriff's deputies said the skull may have been of a hunter or a missing pilot. Deputies were unable to thoroughly inspect the area until spring because of three feet of snow covering the ground.

cause of three feet of snow covering the ground. Harold K. Clark, special FBI agent in charge, said his agents are continuing to investigate the Cooper affair, one of the top cases in the Pacific Northwest. But he said, "nothing's cooking."

(Indicate page, name of newspaper, city and state.)

P.A 11-Seattle P.I.

Date: 1-12-75

Edition: Sunday

Author:

Editor: Dick Lyall

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Being Investigated

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Possible D. B. Cooper Suspect

P-L News Services

STOCKTON, Calif. — A self-styled soldier of fortune, whose wild escapade; have landed him in a northern Cahfornia jail, has emerged as a possible suspect in the legendary D.B. Cooper skyjack case.

Robert Wesley Rackstraw, 35, was arraigned yesterday in Stockton on charges connected to his disappearance last October in a rented plane. He allegedly faked a crash of that plane last Oct. 11.

FBI agents in Seattle and at several, California offices yesterday declined official comment on the possibility of a connection between Rackstraw and the D.B. Cooper case. But an FBI source confirmed that Rackstraw had been questioned "at least once" in connection with the skyjacking.

And a relative of Rackstraw, contacted yesterday at his home in San Jose, Calif., said FBI agents visited him last year in connection with the skyjacking case. William Rackstraw, the relative, said he was unable to fitch the agents.

The rumor that Robert Rackstraw, a much - decorated Vietnam War vet-caran and former Green Beret with parachute training, could be the elusive D.B. Cooper, first surfaced among

(Mount Clipping in Space Below)

Stockton law officials about a year

"We checked on it a year or so ago," and found out he was up there in the Pacific Northwest at the time of the skyjacking)," said Det. Sgt. Charles Buck of the Stockton Police Department e

On Thanksgiving Day, 1971, a middle - aged man calling himself D.B. Cooper parachuted from a low - flying jetliner over Southwest Washington with \$200,000 strapped to his body.

The rumor of the Rackstraw-D.B. Cooper connection, previously confined to law enforcement circles, leaked to the press after Rackstraw was arrested last week in Fullerion, Calif., a suburb of Los Angeles.

Fullerton police said yesterday that Rackstraw was arrested after a man tried to duplicate a Federal Aviation Administration pilot's license. The owner of a print shop became suspicious and called the FAA, police said.

One of two San Joaquin County detectives, dispatched to return the suspect to Stockton on outstanding warrants, watched as Rackstraw was being fingerprinted, according to a California police source.

When a palm print was obtained from Rackstraw, the suspect is reported to have remarked "Oh, the D.B. Cooper thing again."

A Stockton police source said au-

thorities have tried to obtain a palm brint from Rackstraw in the past in connection with the D.B. Cooper case but have been unsuccessful.

FBI officials have been tight lipped about their investigation of the case, and the possible significance of a

palm print could not be determined last night.

FBI spokesman Ray Mathis in Seattle last night refused to comment on any possible connection between Rackstraw and the DB. Cooper case.

"I can tell you," Mathis said, "that?

(Indicate page, name of newspaper, city and state.)

p.Al Seattle Post-Intelligencer Seattle, Wa.

Date: 2/3/79 Edition: Final

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Submitting Office: Seattle

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DB Cooper-23081

we don't know who D.B. Cooper is and to the best of my knowledge, we're not any closer to knowing who D.B. Cooper is.

Asked whether he thought the Rackstraw arrest in Fullerton was a break in the Cooper skyjacking. Mathis refused comment.

According to court records in Calaveras County, Rackstraw left the army early in 1971 and took a job with a petrochemical firm in the San Francisco Bay area. As a tramed helicopter pilot, he also is reported to have taken on private flying assignments for various corporations between 1971 and 1974, when he formed his own helicopter service.

Rackstraw went into the construction business with his stepfather in Calaveras County in 1976. The business took a bad turn, and Rackstraw late in 1977 was charged with writing \$75,000 in bad checks at two San Joaquin County banks.

It was at about that time that Rackstraw dropped out of sight. Eventuality, the FBI located Rackstraw in Iran, where he had taken a job as a flight instructor for Bell Helicopter Internaulonal.

He was deported from Iran and was arrested Feb. 20, 1978, when he arrived on a flight to New York City.

Two days later, the body of his stepfather was found in a shallow grave hear his home in Vailey Springs. Calif.

Rackstraw was acquitted of charges in the murder of his steplatifier, but illegal explosives charges and charges on the bad checks remain to be disposed of in San Joaquin County.

And it was last October, a few days before he was due in court on those charges that Rackstraw and an unidentified companion rented a plane at a Stockton airport and disappeared. The last that was heard from Rackstraw, until his arrest last week, was his "mayday" call supposedly broadcast from somewhere in the Monterey, Calif. area

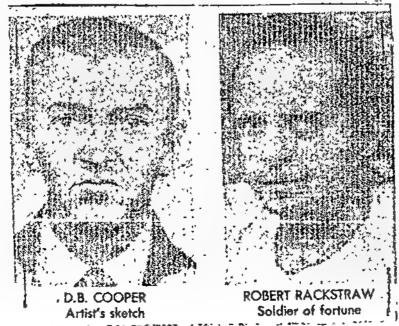
During an interview with a Stockton newspaper reporter last summer, Rackstraw claimed the FBI considers him "a James Bond who had gone wrong."

He also said that he was a member of a "top secret special intelligence organization while in Vietnam in 1969."

A San Joaquin County prosecutor, Clark Sueyres, said he once questioned Rackstraw about being Cooper. He said Rackstraw "invoked his rights" to have an attorney present and the inquiry stopped there.

The questioning took place shortly before Rackstraw's disappearance in October.

He was being held last night in lieu of \$650,000 ball after arraignment on the past charges.



(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.) p.A5

Post-Intelligencer Seattle, Wa.

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Seattle

D.B. Cooper - Did He Attend Play?

MINNEAPOLIS - (AP) - Has D.B Cooper - the hijacker immortalized after he jumped from a plane in the Pacific Northwest eight years ago - been to Minneapolis' Cricket Theater recently?

He has if letters received by the Cricket are for real. And if not, the Cricket has the benefit of a promotional gimmück.

Last month the Cricket opened a musical based on the life of Cooper, who disappeared in 1971 after hijacking a Northwest Airlines plane and parachuting somewhere over southwestern Washington. Cooper took a \$200,900 ransom, but neither Cooper nor the money ever

Early this year the Cricket placed an ad in Time magazine, telling "D.B. Cooper, wherever you are," that "two free tickets are waiting for you at the Cricket Thea-

Two replies were received, both apparently written by the same person.

The first, postmarked in Chicago, thanked the Cricket for the invitation. "I won't say I will accept, and I won't say I wen't." the writer said. The brief note was signed Daniel B. Cooper.

The letter mailed in Los Angeles was received late last month after the play opened. Written on the same kind of green notepaper with apparently the same typewriter, it was longer and full of grammatical errors.

The writer claimed to have seen the play in Minneapolis. "The actors and actresses were wonderful," the writer said "I wish I had known them in my own actual

A spokesman for the theater said Producing Director Bill Semans "firmly believes" the letters are on the

But playwright John Orlock doesn't buy it. "I think it was (written by) someone who couldn't resist the challenge," he said.

Some law enforcement officials say Cooper died when he jumped from the plane. Orlock helieves Cooper survived the jump but died of cancer later.

Orlock's play is based on a letter printed in the New York Times about three weeks after the hijacking. In it, *Cooper claimed to be dying of cancer and added that he had hijacked the plane in hopes of gaining a "few fast grains of peace of mind."

The FBI thinks the hijacker didn't know much about parachutes when he jumped from the rear door of a jet traveling 197 mph at 10,000 feet, and he probably landed in some of the roughest wilderness in the Pacific North-

Cooper was, for a while, a folk hero, immortalized by songs, bumper stickers and T-shirts. Ortock saw him as a sick little man whose miserable life concluded with a ritualized act that put it all in order.

Shortly before the lifth anniversary of the Nov. 24, 1971, hijacking, an indictment was returned against "Dan Cooper," eliminating the statute of limitations in the

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DB Cooper-23083

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FULLERTON, Calif. — (AP) — In Seattle, a F.B.I. spontant.

Police today transferred to a Ray Mathis, declined comment.

"We cannot talk about people investigation," Stockton, Calif., jail a man who has been linked to the search for? D.B. Cooper, the nation's most famous airplane hijacker.

The man was identified by police in this Los Angeles suburb as Robert Wesley Rackstraw, 35. Police said he was arrested here last week, reportedly for trying to duplicate a Federal Aviation Administration pilot's license and medical certificates. Police arprint shop became suspicious and

called the F.A.A. Fullerton police said there are arrest warrants outstanding in Stockton for Rackstraw on charges of aircraft theft, posses-

sion of explosives and fraud. In nearby Santa Ana, Pete Norregard, an F.B.I. agent, said Rackstraw had been sought for questioning in the D.B. Cooper case about a year ago. But Norre-gard added, "The F.B.I. here is n not aware of any current investigation involving Rackstraw. That case is being handled by our

Seattle office.

lwe have under investigation,' Mathis said.

In February 1978, after returning from a year in Iran as a helicopter pilot, Rackstraw was arrested by the F.B.I. in New York on charges of killing his stepfather, Philip, and burying the body in Calaveras County in California.

He was acquifted by a Calaveras County Superior Court. But during the murder investagation, Warren Little, an F.B.I. agent in

Stockton, indicated he believed he had established a link between Rackstraw and D.B. Cooper.

The nature of the link is not

William Rackstraw, Philip's brother, told the F.B.I. at the time, "I can't really say where Robert was (when the plane was hijacked). He was all over the country and in and out of troublewherever he went."

On November 24, 1971, a middlelaged man wearing sunglasses and calling himself "Dan Cooper" boarded a Portland-to-Seattle. (Indicate page, name of newspaper, city and state.)

Seattle Times p.Al Seattle, Wa.

2/2/79 Edition: Final

Title:

Character: 164-81

Classification:

FBI/DOJ

Submitting Office: Seattle

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DB Cooper-23084

flight carrying a paper bag in his hand. Soon after takeoff, he told stewardesses he had a bomb and he wanted \$200,000 in cash and four parachutes.

The Northwest Airlines 727 landed in Seattle and the other passengers, who did not realize anything was amiss, got off. Cooper's demands were met and the plane took off again for Reno, carlying only Cooper and the crew.

Somewhere over Southwest Washington, Cooper bailed out with the money and has not been seen since, despite extensive searches.

It is the nation's only unsolved o

hijacking.

Last month, Cowlitz County Sheriff Les Nelson revealed that; an elk hunter had found a heavy plastic placard of the type found on 727s. That placard was found to be missing off the 727 hijacked by Cooper, but not until after the F.B.I. conducted a simulation of the hijacking about six weeks after the actual incident,

So, although it's been called the first real link to Cooper, nothing

can be proved.

D.B. Cooper? I'm Not Him

STOCKTON, Calif. — (AP) — Robert Wesley Rackstraw, says he is not skyjacker D. B. Cooper and that any doubt will be removed when he goes on Irial on a variety of non-skyjacking charges.

Rackstraw, 35, was questioned about the skyjacking

last year. The FBI says he no longer is a suspect.

He was arrested recently in Fullerton after allegedly attempting to duplicate a pilot's license and medical certificates in a printing shop.

He is being held on charges of grand theft of an airplane, possession of explosives, check forgery and passing had checks. .

The discovery of explosives early last year in a Stockton warehouse leased by Rackstraw, plus his background as a pilot and his extensive military parachute training, led to his being questioned in connection with the Cooper skyjacking.

Rackstraw was free on bail on the check and explosive charges last October when he disappeared after allegedly faking a plane crash in Monterey Bay, he was not found until his arrest in Fullerton. He is being held in the San Joaquin County jail.

"You want me to say I'm not D. B. Cooper? Okay, I'm not D. B. Cooper," Rackstraw said.

He added that doubts about his not being Cooper

will be dispelled in the trial.

Cooper apparently bailed out of a jetliner Nov. 21, i 1971, over the rugged foothills of the Cascades north of Portland, Ore., area, with \$200,000 in ransom money strapped to his body.

Neither he nor the money has been found. It is the

only unsolved skyjacking in U.S. history.

(Indicate page, name of newspaper, city and state.)

p.AlO Seattle Post Intelligence Seattle, Wa.

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Date: 2/11/79 Edition: Sunday

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DB Cooper-23086

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ROBERT RACKSTRAW: Cooper." - AP Photo

#BI/DOJ

Cooper? Not he, says man in Calif.

The man questioned about being D.B. Cooper in the 1971 skyjacking says he is not Cooper and any doubt will be removed when he goes on trial on a variety of charges, the Associated Press reported from Stockton, Calif.

Robert Wesley Rackstraw, 35, was questioned about the skyjacking last year, but the Federal Bureau of Investigation says he no longer is a suspect. He was arrested last, week in Fullerton, Calif., after reportedly trying to duplicate a pilot's license and medical certificates in a print shop.

He is being held in Stockton on charges of grand theft of an airplane, possession of explosives, check forgery and passing bad checks. His background as a pilot and his extensive military parachute training prompted questioning about the unsolved Cooper skyjacking.

"You want me to say I'm not D.B. Cooper," Rackstraw said in a copyright interview by The Stockton Record. Any doubts about his Cooper connection will be dispelled when he goes on trial on the other charges, he said.

A man ealling himself Cooper bailed out of a Northwest Orient Boeing 727 over the foothills of the Cascades in 1971, with \$200,000 in extorted money.

(Indicate page, name of newspaper, city and state.) p.A17Seattle Time: Seattle. Wa. Date: 2/8/79 Edition: Final Title: Character: Classification: Submitting Office: Seattle RCHED..... INDEXED..... SETIALIZED...... FILED.....

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DB Cooper 23087

(Mount Clipping in Space Balow)



D. B. Cooper?

Robert W. Rackstraw, shown being wheeled from a California courtroom in this 1978 photo, emerged yesterday as a current suspect in the eightyear-old D. B. Cooper skyjacking case. The FBI in Southern California has acknowledged investigating Rackstraw to determine if he is Cooper. A skyjacker who called himself D. B. Cooper apparently jumped from a commercial jet over southwest Washington on Thanksgiving Eve in 1971, taking \$200,000 with him. Neither he nor the loot has been found despite an extensive effort by the FBI. An artist made the sketch below from descriptions given by passengers and crew members.



Undicate page, name of newspaper, city and state.)

p.A3 News Tribune Tacoma, Wa.

Date: 2/3/79 Edition: Final

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164-81

Classification:

Submitting Office. Seattle

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DB Cooper-23088

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Californian ruled out

A California man reportedly investigated in connection with the D. B. Cooper airline hijacking apparently has been ruled out as a suspect in the nation's only unsolved air piracy case.

The Associated Press, quoting a Seattle newspaper, said Robert Wesley Rackstraw, 35, was no more than one of more than 1,000 persons who had been considered and rejected as suspects in the 1971 case, according to unnamed law-enforcement sources.

Quoting one source, the newspaper said, "He was just considered a suspect. I think (the) Seattle (FBI office) has already resolved that it wasn't him."

The Seattle office, which directed the FBI's investigation of Cooper, refused to comment on Rackstraw, a pilot, explosives expert and suspect in other crimes.

"We don't know who D. B. Cooper is," said FBI spokesman Ray Mathis in Seattle. "You can imply certain things from that,"

Reports arose at week's end in Fullerton, Calif., that Rackstraw, being held on unrelated charges there, had been linked to the unsolved hijacking.

SUB. 933

(Indicate page, name of newspaper, city and state.)

<u>p.A6</u> News Tribune Tacoma, Wa.

Date: 2/4/79
Edition: Sunday

Title:

Character:

164-81

Classification:

Submitting Office: Seattle

64-81-546B

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DB Cooper 23089

(Mount Clipping in Space Below)

Man denies being hijacker

STOCKTON, Calif. (AP) — Robert Wesley Rack-straw, the jailed former Green Beret who was ques-tioned about the fabled D. B. Cooper skyjacking, says he is not Cooper.

"You want me to say I'm not D. B. Cooper? Okay.
I'm not D. B. Cooper," Rackstraw told the Stockton
Record in a copyright interview from the San Joaquin County jail.

That answer was tongue-in-cheek, but later in the interview he repeated that he was not Cooper and ethat any doubt would be removed when he goes on trial on a variety of charges.

Rackstraw last year was questioned about the skyjacking, but the FBI said this week that he is no longer a suspect.

Undicate page, name of newspaper, city and state.)

SUB 933

p.AlO News Tribune Tacoma, Wa.

Date: 2/7/79 Edition: Final

Title:

Character:

164-81

Classification:

Submitting Office: Seattle

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DB Cooper 23090

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(Indicate page, name of newspaper, city and state.) 12 PIONEER PRESS St. Paul, MN

Date: 5-2-79

Edition:

Morning

htte:Dead or alive, D.B. Cooper where are you?

Character:

Classification: 163-74

Submitting Office: MINNEAPCLIS

Never let the truth interfere with good publicity: In show business that advice is right up there ith the Ten Commandments, but sometimes. Cricket for the invitation. "I won't say I will accept, and I won't say I won't," the writer said.

ENTER THE Cricket Theater. The brief note was signed by Daniel B. Cooper.

The second letter, mailed in Los Angeles, was received late last month after the play opened.

real life a man identified by that . full of grammatical errors. name commandeered a North-

state. He carried with him about 21

Cooper pounds in money, totaling \$200,000. No one knows what happened to Cooper and none of the money; all of which was marked, -has-been recovered. 🗥 122700

Until now, anyway. If you believe what follows, T have a bridge you might be interested in buying. Earlier this year-the Cricket, in a promotional.

gimmick, placed an ad in Time Magazine. "D.B. Gooper, wherever you are," the ad said. "Two free lickets are waiting for you at the Cricket Theater or "The D.B. Cooper Project."

TWO REPLIES WERE received — both appar-

ently written by the same person.

sical musical based on the ficreceived late last month after the play opened.
tionalized life of an airplane hilacker named D Paragraphy the same type of green notepaper with jacker, named D.B.; Cooper. In m. apparently the same typewriter, it was longer; and

The writer claimed to have visited Minneapolis west Airline aircraft in 1971 and to see the play. "The actors and actresses were later parachuted from the plane wonderful," the writer said. "I wish I had known somewhere over Washington them in my own actual life."

What do you do with two such letters? Copy them

and put out a news release, of course.

Another question is whether anybody at the Cricket really believes the letters could be genuine literary products by D.B. Cooper. A spokesman for the theater said Producing Director Bill Semans "firmly believes" the letters are on the level.

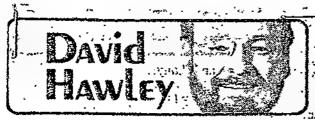
PLAYWRIGHT JOHN Orlock doesn't buy any of it. "I think it was (written by) someone who couldn't resist the challenge," he said. "If perhaps one more letter comes in we'll have a competi-· tion."

Where is D.B. Cooper? Dead, says Orlock. Dead, says the FBI.

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MAY 4 1979 FBI - SEATTLE

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But they don't agree as to when he died. Law enforcement people have long asserted that Cooper died when he jumped from the Northwest 727 somewhere over southwest Washington state. Orlock believes Cooper survived the jump, but later died of cancer.

Orlock's play is based, rather whimsically, on a letter that was printed in the New York Times about three weeks after the hijacking: In it, Cooper claimed to be dying of cancer and added that he had hijacked the plane in the hopes of gaining "a: few fast grains of peace of mind."

"The tone of it seemed really quite honest to

me," said Orlock. "

THE FBI'S CLAIM is based on a number of factprs - the belief that the hijacker didn't know rhuch about parachutes, that he jumped from the rear door of a jet going 197 mph at 10,000 feet and that he probably landed in some of the roughest

wilderness country in the Pacific Northwest. Worst of all, Cooper took two parachutes with him - one a small emergency chute used by stunt flyers and the other a training chute used for demonstrations. ⁱⁿ The big chute was sewn shut and the smaller chute, if used under ideal conditions by an expert; probably would have resulted in a broken ankle or leg.

So who was D.B. Cooper? For a while he was a 1st: folk hero of sorts, immortalized by songs, bumper stickers and T-shirts. "D.B. Cooper, Where Are You?" was the song title and bumper sticker ques-

He was macho. He was daring. He didn't hurt anybody, but he ripped off a big corporation. And he beat the fuzz.

~ORLOCK, WHO WAS obsessed with the letter printed in the New York Times, saw D.B. Cooper as a sick little man whose miserable life concluded with a ritualized act, something that put it all in order. He thinks Cooper died 14 months after the crime.

D.B. Cooper, where are you? A fictionalized version of your life is being performed at the Cricket through Saturday.

If you're still alive, all is forgiven. The statute of limitations for the hijacking ran out more than two years ago.

(Mount Clipping in Space Below)

Ariel has party for D.B.

ARIEL, Cowlitz County — (UPI) — Hundreds of people showed up yesterday at the Ariel Tavern for the third annual D.B. Cooper Party - some from as far away as Cleveland and Toronto - and maybe, just maybe, one of the guests was the, skyjacker himself.

"We're not sure," said Germaine Tricola, who along with her husband Vince owns the tavern and adjoining grocery store. "I've been looking them all over in the face. But, by golly, I don't

know."

Seven years ago, on a foggy Thanksgiving eve, a man got \$200,000 in ransom from Northwest Airlines after threatening to

blow up a Boeing 727 on a flight from Portland to Seattle.

The suspect, listed as D.B. Cooper on the passenger log, parachuted out of the plane over Southwestern Washington and neither he nor the marked \$20 bills have been seen since. It is the

only unsolved skyjacking in this country.

In honor of Cooper's leap, four parachutists had planned to to land right in front of the Ariel Tavern yesterday. Because of the fog, a not uncommon occurrence around Ariel, the jump had . to be made a mile away.

Ariel, an unincorporated town on the Lewis River, is located

in rugged country about 10 miles east of Woodland.
"This is not a concrete jungle," said Mrs. Tricola, "this is fir trees and many, many caves. If you come through here in the fog, there's a very mysterious feeling.

"Most everyone, they seem to think Cooper got away. Some say he's sitting up on a mountain looking down at us. The worst? thing I heard is that the Sasquatch got him.

At least one person at the party claimed to be D.B. Cooper. "One man (at the party) named Cooper said he used his 2005 thousand for a hair transplant," said Mrs. Tricola. "He was about the right age, had a thin jaw line. . . ."

(Indicate page, name of newspaper, city and state.) Seattle Times p.C7 Seattle, Wa. Date: 11/26/78 Edition: Final Title: Character: 16-4-51 Classification: Submitting Office: Seattle

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It Was A Great Party, D.B. Cooper

D.B. Cooper missed the party in his honor at the Ariel Tavern in Lewis County last night on the seventh. anniversary of his \$200,000 jump from the rear exit of a

Boeing 727. Apparently.
"We're not sure," said Germaine Tricola, who along with her husband Vince runs the tavern and adjoining grocery store. "I've been looking them all over in the

face but, by golly, I don't know."

"He and the money were supposed to have dropped in our back yard," said Vince. "But," he added, "we haven't found him yet."

"We kind of expected he might show up this year," he said. "Of course, if I were him, I wouldn't have come. This is the year the statute of limitations on the skyjacking runs out.'

Cooper hasn't been seen or heard from since someone giving that name parachuted from the plane on Thanksgiving eve in 1971. It remains the country's only unsolved airplane hijacking.

"We did have a D.B. Cooper arrive at the party," Tricola said. "He said he was 'dead on arrival.' But then the party started about noon.

"At least it was already going when I got up at noon. We're having a lot of fun. The place is jammed. There must be 500 to 1,000 people in here," he said.

Tricola said they had planned to serve buffalo stew

but couldn't get any buffalô.

Four parachutists had planned to land right in front of the tavern yesterday, but fog forced them to jump a mile away.

But that didn't slow the festivities. Many people, ifrom as far away as Cleveland and Toronto, showed up -

except, apparently, the guest of honor. Mrs. Tricola said "I think he made it. I really think a

he did. Because if something was to be found, it would have been found by now. I think the man that did this did it for a lark, just to see if he could do it."

Anyway, her husband added, "it's a nice break in the winter and we have an awful lot of fun."

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	Seattle, Wa.
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"BACK TALES OWED"
"SKY JACKER OWES ILS"

D.B. Cooper, dead or alive?

By LARRY STEWARD World Staff Writer

(Second of two articles)

"Are you all right?" the Northwest Airlines 727 pilot asked over the intercom on Thanksgiving Day four years ago.

"Okay," was the skyjacker's reply from the rear of the plane's deserted passenger compartment.

That word from Dan Cooper, later mistakenly tagged with the initials D. B., was the last ever known to come from one of the state's most elusive criminals.

PERHAPS THE elusiveness can be attributed to the fact Cooper is 350 feet below the surface of Lake Merwin, near Woodland, anchored to his watery grave by 24.5 pounds of \$20 bills

Perhaps not. Cooper may have parachuted safely to earth and slipped

back into the oblivion of anonymity which has left federal agents without a clue to his real identity

If he isn't dead, the question is: "D. B. Cooper, where are you?" — a riddle which has been used as advertising slogans, on \$2.50 T-shirts and as the subject of a song.

BUT ASKING that question in earnest (Continued on A-10)

(Indicate page, name of newspaper, city and state.)

A PARTY AND A SECOND

Page 1 "The Daily World" Aberdeen, Wa.

Date: 11/27/75

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D. B. Cooper, dead or alive?

(Continued from A-1)

and with renewed urgency are law enforcement officers who hope to find the answer before the five-year statute of limitations on the skyjacking expires on Nov. 24, 1976.

"He could be arrested after then for possessing stolen property, but unless we get a 'John Doe,' alias D. B. Cooper, warrant issued before the five years, the (skyjacking) statute of limitations will have expired," Special FBI Agent Thomas Manning said.

Speaking to the Grays Harbor Footprinters recently, Manning, the agent in charge of the Cooper investigation, detailed the sequence of events after Cooper received \$200,000 in ransom and four parachutes at Sea-Tac airport and let the 36 passengers get off, the plane.

"Cooper told the stewardess to go up into the cabin with the pilot," Manning said

Then, at 8:10 p.m., he opened the 727's rear door, which triggered an alarm-light

in the cabin.

WHEN HE SAW the light, the pilot asked Cooper if he was all right and heard the last known word from the skylacker.

Cooper was wearing a light topcoat, brown loafers and a black suit when he leaped from the plane and into perhaps 20 below zero temperatures outside, Manning said.

The agent added that one expert told him the turbulence at that altitude and the speed of the plane may have torn the shoes from Cooper's feet and the cold may have rendered him at least temporarily unconscious.

But even those conditions may not have prevented him from pulling the ripehord on the parachute and floating to a safe landing.

SINCE IT WAS dark and the sky overcast, the two U.S. Air Force chase planes couldn't see when or where Cooper left the plane.

"When he left that plane, he was

facing tremendous obstacles," the agent

Manning said he feels the answer to the D. B. Cooper case may be within the grasp of lawmen.

Somewhere, maybe in Aberdeen, Hoquiam or any other community in the country, there may be a missing persons report which matches D. B. Cooper's description, he said.

Such a report may be the missing link,

"Or, as always in a case like this, spending the money is a problem," he said.

THE \$200,000 in ransom Cooper collected is still missing and not one of the bills copied by the FBI to record the serial numbers has ever been reported found, he said.

But Manning supports his theory that Cooper drowned in Lake Merwin

"Everybody has a theory," he said.
"Someday, someone is going to call
me and say: "Tom, there's a lot of money
floating around on the surface of Lake
Merwin," Manning said.

D.B. Cooper, dead or alive?

By LARRY STEWARD World Staff Writer (First of two articles)

 D. B. Cooper died on Thanksgiving Day four years ago.

After he wrapped the 10,000 \$20 bills around him with one of the four parachutes he received with the ransom he demanded for the safety of a Northwest Airlines 727, its crew and passengers, he parachuted from the plane — 10,000 feet down into Lake Merwin near Woodland.

Cooper, unable to swim in the frigid water of the glacier-fed reservoir, was pulled to his watery grave by the 24.5 pounds of money he carried and the extra weight of his parachute.

AT'LEAST that's one man's theory — Special FBI Agent Thomas Manning of Longview.

Manning shared that theory with the Grays Harbor Footprinters at their recent monthly meeting in Hoquiam.

The agent is in charge of the D. B. Cooper search, one of Washington's most intriguing mysteries.

Seven men have since tried what D. B. Cooper did and all of those parachuting 727 skyjackers have been apprehended within hours after they have tried to pull off the same caper

But Cooper either died that Thanksgiving night when he leaped from the plane over Woodland or he managed to survive the jump and has eluded capture.

IF HE IS still alive, Manning told the Footprinters, he will be brought to justice.

"Did Cooper pull off the perfect crime? I don't think so. This one will be solved." Manning said.

Solved, Manning Said.

Despite his theories that the man known as D. B., Cooper died in Lake Merwin, the FBI agent said the case is still open and the agency is continuing to check out leads.

HE SAID 700 suspects have been , checked out so far and he expects more to come.

But dead or alive, four years of investigation into the Cooper case has failed to turn up a single clue as to the man's real identity or location.

When the skyjacker stepped onto the plane in Portland, he was known as Dan. Cooper. That is the way he signed for his ticket to Seattle.

SHORTLY after the plane left the ground, the man handed a stewardess a note that said he had a bomb and showed her a satchel of what is now believed to have been highway flares, not dynamite.

The plane landed in Seattle and the \$200,000 in ransom, along with the four parachutes were given Cooper and the 36 passengers onboard were allowed to leave the plane.

Cooper, after discussions with the (Continued on A-8)

(Indicate page, name of newspaper, city and state.)

Page 1
"The Daily
World"
Aberdeen, Wa.

Date: 11/26/75

Edition: Author: Editor:

Title: NORJAK

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Submitting Office: Seattle

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Cooper, dead or alive?

(Continued from A-1)
pilot, settled on flying to Reno, Nev. He
gave the pilot precise instructions to fly,
at 200 m.p.h. with the plane's flaps down
— nearly a stalling speed for the jet.

THE PLANE left Seattle at 7:30 p.m.

and, precisely at 8:10 o'clock, the pilot noticed that the pressure light came on in the cabin.

That pressure light indicated the rear door had been opened and it was thought Cooper was on his way, via parachute, to the ground

When the jet landed in Reno, it was surrounded and there was no Cooper on board nor any of the Raleigh cigarettes a stewardess said he had chain-smoked.

TO LEARN where Cooper may have

come down that night, the FBI took the hijacked plane and a sled weighing exactly what Cooper and his moneywould have and flew it over the Pacific Ocean at the Hoquiam bombing range.

They simulated what would have, happened if Cooper's chute didn't open and if it had.

From those computations, they concluded that if the chute didn't open, he would have landed near Bald Mountain, an area cleared at that time by loggers and easily searched.

BUT THE resulting search failed to. turn up a body so they concentrated on a 3½-mile square area around Lake. Merwin,

Since it was theorized Cooper was dead, the Army lent 459 soldiers and they, together with 50 agents, combed the target area in an arm-in-arm search-for 28 days.

Seventeen helicopters and numerous fixed wing craft were used to aid in search efforts, but neither Cooper nor the money were found.

But maybe Cooper didn't die — he might have survived the jump somehow and managed to disappear in the night before his pursuers could pinpoint his location.

The next article examines the possibilities that D. B. Cooper is alive and well and living in . . .

The Case Of The Missing Skyjacker

By JOE FRAZIER

PORTLAND, Ore. - It was a miserably wet, windy, cold Thanksgiving eve in 1971

Passengers waited at the Northwest Orient Airlines counter at Portland International Airnort to book space

on Filght 105 to Scattle.

Many thought ahead to family reunions, turkey dimers, long relaxed conversations and perhaps a traditional game of bridge or Menopoly later But one didn't

Dan Cooper paid cash for his ceket, then, clutching a paper suck, boarded the Bosing 727 for the 30 minute

A few munutes after the plane nosed into the storm, he made his more. He adved the stewardess what he said was a dynamite bomb and demanded four parachites, \$290,090 in \$20 bills and "no funny stuff."

All the passengers but Cooper got off at Seattle,

unaware that anything was wrong.

The meney and parachutes were put on board and the jet, with only the crew and Cooper aboard, headed for Reno on Cooper's order ...

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him, bailed

He hasn't been heard from since.
If he's alive — and that's a big "if" — the five-year statute of limitations runs out this Thanksgiving eve,

Or does it?

WF'RE GOING AHEAD on the assumption that the statute doesn't apply, because when he did what he did, cantal punishment was a possibility. There's no statute on capital crimes," says FBI agent Ralph Himmelsbach.

Anyway, he says, chances are good that Cooper is

Not one of the 10,000 bills has shown up, and we the serial number of every one of them," he said.

And one of the 10000 onto as shown by and we know the serial number of every one of them," he said. And Cooper apparently knew nothing about skydiving. In a business suit and street shoes, he jumped from the rear door of a jet going 197 mph at 10,000 feet. At that elevation it was 7 degrees below zero that right, with a wind-chill factor of 69 degrees below zero.

The plane was in clouds "Up looked like down to the plane was in clouds "Up looked like down to the plane was in the couldn't possibly."

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Cooper picked some of the roughest country in the Pasific Northwest

He took two of the four parachutes with him when he jumped One was a small emergency chait of the type used by stant fivers. Under ideal conditions, someone who knew what he was doing might break an ankle or le-

The other was a training chute used for demonstra-



Dan Cooper - - Still A Big iff

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The next might the FBI re-enacted the skyjacking using the same plane, cray, fuel load, speed and altitude. The tist helped Right ingineers and meteory/egists compite the probable drop zone to be a trapezoidal area covering about 25 square miles. It has been searched and re-searched in vain.

What would it take to find Cooper's remains, assuming they are there

I'd say i' might take \$.000 men five years. I mean, for, 'o you search a blockberry thicket higher than your box?"

LOGGERS WHO work in the cree perce that covotes, montain lons or will dries would make quick work of a body. After five years, they say, you might find a scrapertin of bore, if that,

Nevertheless, for a while Cooper was a folk hero of

He was macho He was during He didn't hart any-bed), but he upped off a big corporation. And he bent the

There were impators Around the world, there were more than a dozen skyjacking attempts potterned after Cooper's Cooper is the only one not known to have

With increased across county and modification of the Freng 72 $^\circ$, the rear door wouldn't open in flight, thefod stopped

The flet, of cluss hints and tips from the public

The flow of class hints and tips from the public that Dan Cooper has slowed to a trickle now. After check up cut mare than 1,000 supports the FBI says it says little more about Cooper from it did on that stormy right then be least into his land. Hinners but I did on the stormy right then be least inch his land that the bomb was a readle of relatively harmless highway flutes. The bomb was inc. Dynamite isn't If the one immbers had related that they might have called his bluff at the time hurral-sheed said. "He's lucky be got as far as he did with a plan like that."

Liver if the utitle holds in Conner will have ores tont

The fitch of Rescriber entire computes his tax debt, and fining penalies and interest, at about \$150,000. And the Cich Indemnity Tell which had to pay \$150,000 to the other Tell want to the first want to the first tellum.

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"Ve live to except the percebbins that we may be. "Find," Elimmelyback and "I guess we can kno all that a we have to"

"Let a very a monthly for The Associated Press)



D.B. Cooper

Associated Press

The man who headed much of the FBI's manhunt for the almost - legendary skyjacker "D.B. Cooper" is retiring with his most famous case still unsolved.

"There's just no trace of the man, period. He just vanished into thin air. We have absolutely no idea who he even was," said Joseph O'Connell, now special agent in charge of the FBI's San Antonio, Texas, office,

"It is my personal opinion that he is dead. There has been absolutely no trace of the man called D. B. Cooper or the money since the day in late November 1971 when an Anglo male bought a ticket using that name.

"Usually, the longer a case such as this goes without being solved, the more confident the

perpetrator gets and he surfaces," O'Connell said. It is all somewhat maddening for O'Connell, who retires next month after a 29-year career.

"It doesn't stick in my craw," said O'Connell, who took over the case in early 1972 and led the hunt through 1973. "But it does bring out my competitive spirit. I would certainly like to see the FBI solve it."

The celebrated case remains the FBI's only unsolved major skyjacking case. The investigation continues, and there is no statute of limitations for skyjacking crimes. A "substantial" reward is still being offered.

D. B. Cooper bought his ticket in Portland. The 727 landed at Seattle after Cooper, who said she had a bomb, took over, saying he wanted to go

من المراجع الم to Mexico. The 35 passengers were released in Seattle, but a four-member crew took off with Cooper, headed south.

Cooper, wearing a dark business suit and dark glasses, demanded \$200,000 from Northwest Orient Airlines and got it, in \$20 bills. He also asked for parachutes.

A stewardess was the last person to see, Cooper as he stood near an open ramp at the rear of the plane as it passed over southwestern Washington, probably Cowlitz or Lewis counties.

"He jumped out of a plane at 10,000 feet on a cold, raw night and he jumped in an area densely populated with Douglas fir and ponderosa pine, said O'Connell. "The terrain is also dotted with a lot of high-altitude glacier lakes, which are extremely deep and extremely cold."

"If he fell into a glacier take, he would have, died from the cold within a few minutes. It was late in November and snow was already on the ground," added O'Connell. The man could have also been snared in the trees, the agent said.

More than 100 agents combed the rugged terrain and chased down thousands of leads. The # skyjacker, meanwhile, became somewhat of a folk hero.

"We searched as extensively as any manpower search ever conducted by the FBI," he said. "Agents searched every square foot of that terrain that is accessible. But there are literally, hundreds of acres that are not accessible.

"There's no doubt in my mind that some day, somehow, the case will be solved," he said.

	(Indicate page, name of newspaper, city and state.)					
	p.A5 Seattle Post- Intelligencer Seattle, Wa.					
						
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Sky-Jumper Dan Cooper, Where Are You And

Associated Press Writer

PORTLAND, Ore. (AP) - A miserably wet, windy, cold Thanksgiving ove in 1971

Passengers waited at the Northwest Orient Airlines counter at Portland International Airport to book space on Flight 105 to Scattle

Many thought ahead to family reunions turkey dinners long relaxed conversations and perhaps a traditional game of bridge or Monopoly later

But one didn't.

Dan Cooper paid cash for his ticket, then, clutching a paper sack, boarded the Boeing 727 for the 30-minute (light

made his move He showed the stewardess what he said was a dynamite bomb and demanded four parachutes, chill factor of 69 below zero. \$200,000 in \$20 bills, and 'no fanny stuff."

All the passengers but Cooper got off at Seattle, unaware that anything was amiec

The money and parachules were put on board and the jet, with only the grew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from

If he's alive, and that's a big "II," the five-year statute of limitations runs out this Thanksgiving eve, Nov. 24.

Or does it?

"We're going shead on the assumption that the statute doesn't apply, because when: he did what he did, capital punistratest was a possibility. 'might break on anklo or log. There's no statute on capital

crimes." says FBI agent Raloh Himmelsbach.

Himmelsbach, who has worked on the case from the start concedes that recent court decisions have muddled the question of whether capital punishment would, in fact, have been applicable.

"We're continuing to pro cess suspects," he said. "Of course, it has slowed down a great deal."

He says chances are good that Cooper is dead

"Not one of the 10,000 bills has shown up, and we know the serial number of every one of them." he said. And Cooper apparently knew nothing about skydiving.

In a business suit and street A few minutes after the shoes, he jumped from the plane nosed into the storm, her, year door of a jet going 197 m.n.h. at 10,000 feet. At that elevation it was seven below zero that night, with a wind-

> "On top of that, he probably last his shoes (from wind shock) as he jumped," Himmelsbach said.

The plane was in clouds. "In looked like down to him. He had no visual reference. He couldn't have possibly known where he was."

Himmelsbach wonders if he cared.

"In another 30 minutes he could have been over the Willamette Valley, and almost anyplace he jumped would have been safe to land," he said. Instead, Cooper picked some of the roughest country in the Pacific Northwest.

He took two of the four parachutes with him when he jumped. One was a small emergency chute of the type used by stunt flyers. Under ideal conditions, someone who knew what he was doing

chute used for demonstra. tions. The nanels had been sewn shut. It wouldn't have onened.

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The other was a training test helped flight engineers and meleorologists to compute the probable drop zone to be a trapezoidal area covering about 25 square miles.

It has been searched and researched in vam. In April. 1972. 200 Army troops from Ft. Lewis, Wash., spent 18

days in the area. All they found was the victim of a homicide, a case unrelated to Cooper's.

(Early in the investigation. the name D.B. Cooper was erroneously attached to the missing man and it stuck.

FBI spokesman Bill Wil-

liams in Portland said the agency has been looking for a man whose name appeared as Dan Cooper on the flight list. He said the name D B. Cooper was a mistake that anneared In early press reports "and

inst grew from there." What would it take to find

Cooper's remains, assuming they are there?

"I'd say it might take 5,000 men five years. I mean, how do von search a blackberry thicket higher than your head?"

The area contains part of a reservoir, steep hills and douse forest, much of it for from . roads or trails. Experiencedhunters can and do get lost up" there every year.

Loggers who work in the area agree that coyotes. mountain lions or wild dogs would make galck work of a

(Continued On Page 15)



and perhaps a traditional game of bridge or Monopoly later.

But one didn'i.

Dan Cooper paid cash for his tickel, then, clutching a paper sack, boarded the Boeing 727 for the 30-minute flight.

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(AP Newsloatures Photo) COMPOSITE DRAWING OF HUACKER DAN COOPER Parachuted Into Washington With \$200,000

May be appropriately in the property of the second

Alive or dead, skylack

Sw. 6

By LEVERETT RICHARDS

of The Orogonian staff

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EDITORIALS - LETTERS - SPECIAL ARTICLES - BOOKS

The Sunday Oregonian

PERTLAND, OREGON, NOVEMBER 14, 1976 - PAGE 1, SECTION E

ON THANKSGIVING EVE five years ago, a man who said his name was Dan Cooper boarded Northwest Airline's flight 305 at Portland bound for Seattle. He displayed a "bomb," demanded and got \$200,000 in \$20 bills, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash.,

Cooper, erronecously described in
the press and radio
lat the time as "D.B.
Cooper," was
hailed in some

· with the money.

hailed in some quarters as a folk hero who "beat the system" and got away with a small fortune. Some acclaimed him as a

RICHARDS

Robin Hood who had committed the perfect crime. Part of the folk lore is that Cooper will be "home safe" Nov. 24, 1976 when the five-year statute of limitations expires.

The Federal Bureau of Investigation doesn't see it that way at all.

The FBI agents believe Cooper was bungling amateur; they think he is almost certainly dead.

FRE—SEATLE

Page E1
TheSunday Oregonian
Portland, Oregon

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Date: 11/14/76

Edition: morning

Author: LEVERETT RICHARDS

Editor:

Title: NOPJAK

Character: CAAOHijacking

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And if he or any accomplices have survived, they are still wanted men. There is no statute of limitations for them — ever, says Ralph Himmelsbech, veteran FBI agent who has lived with the Cooper case for the past five years, literally day and night.

"We are continuing our investigation unabated," said Himmelsbach. "We don't intend to give up. I still give at substantial portion of my time to checking out leads. We still get several tips every week. We pledged at the outset to investigate any information we re-

ceived from the public."

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The FBI bases its rejection of the statute of limitations on three major assumptions: There is no statute of limitations in capital crimes and air piracy or aerial hijacking was a crime punishable by death in November 1971 and still is.

There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any, Himmelsbach explained.

Seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved.

"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he jumped from the plane or died soon after landing. That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty:"

To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:

"Cooper was given four parachutes," Himmelsbach said. "He cut the shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out.

"He left behind the two best parachutes — a sky diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute. "He wore a pilot's seat pack paragichute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had been usable he could not have attached it to his parachute harness, which had no D rings for use with a chest pack. No one who knew anything about parachutes would have made this many mistakes.

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe the device in detail, for security reasons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a battery.

He left no fingerprints in the plane, but did leave a couple of items which the FBI is not revealing because they could help identify the hijacker or confound any of the expected phony fame seekers who may claim to be Cooper when they think the statute of limitations has expired.

"Cooper could not have known, where he was when he jumped," Himmelsbach said. "He did not know the exact route of flight or the altitude. The plane was on instruments in the higher of two layers of clouds all the way from Seattle to the vicinity of La Center.

"There was a radio marker beacon in the general area, but it was out of service. The hijacker could not have seen the ground and could not have determined his position by any kind of radio receiver, if he had one, which we don't know for sure. There was no way he could have known within miles of where he was.

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River where he bailed out. He was dressed in a business suit

and Oxford type street shoes. He had no hat or goggles.

→>



"Parachute experts tell us his would have been snapped off his thet when he stepped out into a 196-mile-anhour slipstream; his eyes would have been blacked by the force of the wind and he probably would have tumbled out of control. He would have landed in his stocking feet, blinded by the slipstream, and the raging storm.

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile- an-hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death—even assuming his parachute opened."

How does the FBI know Cooper bailed out near La Center and landed somewhere along the Lewis River? The two Air Defense Command F106 jet interceptors which followed the 727 through the overcast that dark, stormy night, saw nothing. There was no radio transmitter on the parachutes delivered to the hijacker, which would have permitted pursuers to follow his trajectory as he bailed out.

But the FBI, with the aid of Northwest Airlines reconstructed the whole hijacking six weeks after the crime.

"The first week in January, 1972, we flew a Northwest 727 exactly like flight 305 over the same route with the same load, the same power settings, the same flap settings, same use of landing gear, from Seattle south. We had William Rataczak, first officer on the hijacked plane, at the controls," Himmelsbach said.

"Over the Lewis River, 35 miles north of Portland, the rear stairway was lowered and a 235-pound sled dropped off while a chase plane photographed its trajectory as it parachuted to the ground.

"As the load left the stairway it retracted to within eight inches of closing, then dropped back down. The result was a marked fluctuation in the cabin air pressure which caused the crews' ears to pop and registered a rapid change in the rate of pressurization on instruments in the cockpit.

"Rataczak said: 'That's just the way it was at 8:10 p.m., Nov. 24.' Only the crew didn't know what it meant then.' They didn't know he had bailed out until they landed at Reno and found the plane empty."

The same rapid fluctuations in air pressure were noted in three ballouts from 727 airliners in the next few months, before the FAA ordered all rear doors rigged so they could not be opened in flight.

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an area 6 ½ miles long and 4 miles wide. The FBI assumes Cooper landed somewhere within this "target area," which barely includes Lake Merwin in its northeast corner.

Cooper couldn't have chosen a

worse night for a bailout. Two layers of clouds covered Oregon and Washington, one was bases at 2,500 feet, the other from 5,300 feet up to 10,000 feet and more over Portland. Winds were gusting from 25 to 45 knots at Portland International Airport.

Lelooska, Indian artist who lives at Ariel, Wash., was driving home along the Lewis River about 8 p.m. and reported the wind and rain was buffeting the car so hard that he pulled off the road to wait for a break in the storm.

Himmelsbach, an experienced pilot, took off from Portland International Airport in a National Guard helicopter as the hijacked plane passed overhead.

"We were going to try and follow the 727," Himmelsbach said. "But the air was so rough and the clouds so low that we were called back before we got past downtown Portland."

The next day, Himmelsbach, who holds a commercial pilot rating, flew almost the entire route of the hijacked plane in his own airplane, accompanied by an experienced Civil Air Patrol observer.

"We flew directly over the area where we later estimated he had landed, but there is hardly a chance of seeing even a parachute canopy in the dense woods and brush that cover much of the area."

About 200 officers and men of the 3h Armored Cavalry from Ft. Lewis, equipped with five helicopters, sparched the target area for two weeks in mid-March, poking through brush and blackberry patches and searching farm buildings.

They found the body of a murdered girl. They found some parachute canopies, orange and green — attached to weather balloons — but not a single valid clue to the missing Cooper. Cooper's parachute was all white, snow white.

"It is impossible to conduct a 100 per cent effective search in some of this area," Himmelsbach said. "There are acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on foot. A man could fall into one of those backberry patches and just disappear. We would have to burn out the underbrush or cut it out by hand to conduct a thorough search."

"I have never thought Cooper went into the lake, From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

When Capt. William Scott, Flight Engineer H. E. Anderson, and First Officer Rataczak landed the 727 at Reno with the rear stair door still dragging, they and Tina Mucklow, stewardess, found the cabin empty except for one

chest pack, the good one, and the sky divers' parachute, "the one he should have used." (Flight and ant Florince Schaffner and a thing stewardess had been left behind in Seattle.)

The money was missing. So was the attache case in which he carried the crude dummy "bomb." The FBI found two personal items which they are not revealing. That was all. No fingerprints, no clues. The hijacker even reclaimed the hijack note he had written when he first boarded the plane.

Not one of the 10,000 \$20 bills Cooper obtained has turned up. The FBI circulated a list of the numbers to police, sheriffs and banks throughout the country. FBI and other agencies have been swamped with calls from people who think they have found one of the bills

"We are still getting a score or more calls a week," Himmelsbach said. "Actually if everyone who gets a \$20 bill gave us a call we would be swamped. We want to check every suspicious bill, but we could eliminate 70 per cent of these calls if people would first take a look at the face of the bill.

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued.

"Obviously if it was issued after 1971 it could not be one of the missing ibills," Himmelsbach pointed out.

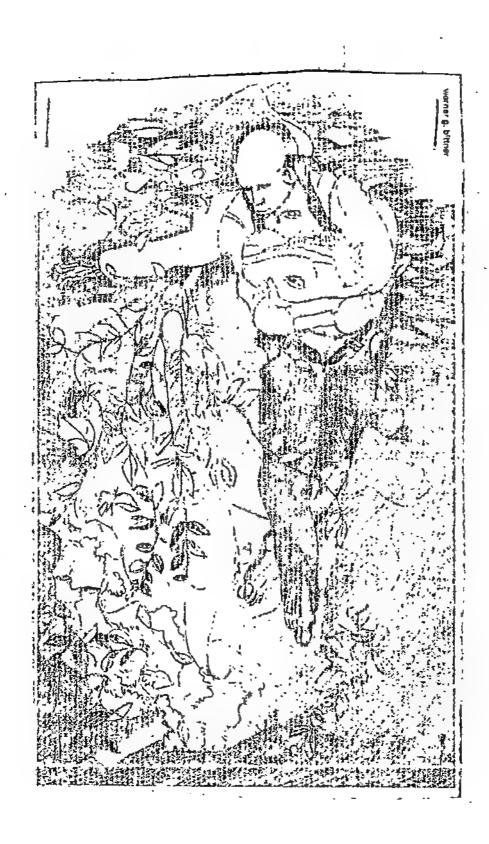
The list of 10,000 numbers has been entered in the National Crime Information Computer system.

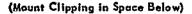
Almost every police station and sheriff's office has access to this computer, which can tell in two seconds whether the bill is on the wanted list, Himmelsbach said.

The FBI has not given up. The search goes on. While Cooper has costs the airlines and law enforcement agencies millions of dollars, his hijacking—the first one motivated strictly by greed—led to an airport security program which has resulted in the confiscation of thousands of weapons and the arrest and successful prosecution of hundreds of other criminals, Himmelsbach points

The Federal Aviation Administration reports five possible hijackings or other crimes against civil aviation were prevented by the security system in the first six months of 1976 and 2,840 first arms and seven explosive or incendiary devices were seized and 422 persons arrested.

P.S. If by some miracle Cooper's should escape the FBI, he would still be wanted by the IRS. The Portland office of the Internal Revenue Service estimates Cooper would owe \$217,523 on his \$200,000 loot in taxes and penalties for failure to file and failure to pay. A possible civil penalty could raise that figure another \$60,000 — all of which goes to show that crime doesn't pay, the IRS says.





PORTLAND, Ore. (UPI) - The Federal Bureau of Investigation thinks Fideral Bureau of Investigation thinks skyjacker Dan Cooper was an amateur

The IRS has estimated Cooper would

swyjacker Dan Cooper was an amateur and is almost certainly dead.

Even if he was alive, Cooper, who bailed out of a Boeing 727 on Thanksgiving Eve five years ago with \$200,000 in \$20 bills, can still be prosecuted, FBI agent Ralph Himmelsbach says.

Despite reports that Cooper would be the free from criminal prosecution this Thanksgiving, Himmelsbach says there is no statute of limitations for him or his possible accomplices.

The IRS has estimated Cooper would owe \$217,523 in taxes and penalties, and a possible civil penalty could raise that figure another \$60,000.

Himmelsbach said he believes Cooper was an amateur because he left the two best parachutes in the plane he commandered, and used the shrounds of the wore a pilot's seat pack parachute with a 28-foot canopy. He also took with him a chest pack parachute used for possible accomplices.

is no statute of limitations for him or his possible accomplices.

There is no statute of limitations in capital crimes, and air piracy or aerial hijack was a crime punishable by death in November 1971 and still is, Himmelsbach, who has been working on the case for five years, reports.

He adds that there is no statute of limitations protecting fugitives from justice, which Cooper is.

And, Himmelsbach says, seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved. He said if Cooper was killed when he bailed out the plane, then it was a capital crime. "If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty," Himmelsbach added.

Even, if Cooper avoided criminal that Cooper would have lost his shots.

The same of the same prosecution, he'd better stay away from agents of the Internal Revenue Service. 3

(Indicate page, name of newspaper city and state.) TheDaily Chronicle Centralia, Washington

Date: 11/15/76 Edition: afternoon Author: UPI EditorEric Hoxit Title: NORJAK

Character: CAA-Hijacking

Classification: 164-81 Submitting Office: Seattle

Being Investigated

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DB Cooper 23109

immediately upon opening the door of the plane, which was traveling at nearly 200 miles per hour. The experts have said Cooper would also have been blinded by the wind.

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile an hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death—even assuming his parachute opened."

Shortly after the hijacking, the FBI conducted a dummy run of the incident, dropping a deadweight from the plane. It's trajectory was plotted and computers figured in wind speeds and other factors. The authorities wound up with a likely landing area for Cooper that was 6.5 miles long and four miles wide.

The area was the subject of an intensive search that uncovered the hody of a murdered girl and some parachute canopies attached to weather balloons.

But there was no sign of Cooper or his white chute.

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"From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Plane's have disappeared in that kind of terraily and been missing for 10 years or more."

None of the money Cooper took with him has showed up yet, adding further evidence to the belief that he died when he bailed out that stormy night.

But Himmelsbach and other FBI agents continue to check into leads.

"We still get several tips every week," Himmelsbach said. "We pledged at the outset to investigate any information we received from the public.

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The incident was not without its side benefits, however.

Cooper's hijacking led to an airport security program which Himmelsbach says has stopped several possible hijacking attempts. The Federal Aviation Administration says that during the first six months of 1976, the security efforts resulted in the confiscation of 2,840 firearms and seven explosive or incendiary devices, and the arrest of 422 persons.

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DB Cooper 23111

Alive or dead, skyjack 'pioneer' cal

By LEVERETT RICHARDS

ON THANKSGIVING EVE five years age, a man who said his name was Don Cooper boarded Northwest Afrime's flight 305 at Portland bound for Seattle. He displayed a "bomb," demended and got \$200,000 in \$20 billo, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash.,

with the mency.

Cooper, erronnously described in the press and radio at the time as "D.B. Cooper," was Was harled in some quartors us a folk hero who "best the system" and got away with a small fortune. Some acclaimed him as a Robin Hoos who



RICHARDS

had committed the perfect crime. Part of the folk lore is that Cooper will be "home safe" Hov. 24, 1976 when the five-year statute of limitations expires.

The Federal Bureau of Investigation docon't see it that way at all.

The FBI agents believe Cooper was bengling amateur; they think he is almost certainly dead

And if he or any accompliens have rvived, they are still wanted mon There is no statute of limitations for them - ever, says Ralph Himmelsbach. voteran FBI agent who has lived with the Cooper case for the past five yours, literally day and righ

"We are continuing our investigation unabated," said Himmelebach We don't intend to give up. I still prosubstantial portion of my time to checkmg out leads. We still get several tips every week. We pledged at the outset to investigate any information we re-

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There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any, Himmelshach ex-

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EDITORIALS - LETTERS - SPECIAL ARTICLES - BOOKS

The Sunday Oregonian

PORTLAND, OREGON, NOVEMBER 14, 1076 - PAGE 1, SECTION E

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"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he himped from the plane or died soon afimped from the plane or died soon after landing That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty."

To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:
"Cooper was given four parachutes," Himmelsbach said "He cut the shroud lines on one of the best para-

shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out.

"He left behind the two best parachutes -- a sky diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute

Parachute
"He wore a pilot's seat pack parachute with a 28-foot canopy. He also fook with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had panels were sewn together. been usable he could not have attached it to his parachute harness, which had no D rings for use with a chest pack. No one who knew anything about para-chutes would have made this many mis-

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe

riumnessoach decimed to describe the device in detail, for security rea-sons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a

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DB Cooper-23114 of the classic "Watergate" vic-

of Atlantic City and Ocean City acres of vegetable gardens in rural counties

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Democrat-

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r named William J. Hughes, It

ily Republican district was described by the Almanac of American Politics as "one of the two biggest upsets in House

races" in the entire country

The Almanac forecast that Evans'
district "will be one of the toughest seats in the country for the Democrats to hold," noting that "numerous ambitious young Indianapolis-area Republicans undoubtedly see this as the district that could elect them to Congress for years.

The winner of the Republican nomination in that district turned out to be David G. Crane, with credentlais as a lawyer and a physician, and a polished speaker besides. As might be expected of the younger brother of Rep. Philip M. Crane, R-III., one of the favorite spea ers of the conservative circuit, David Crane was generously favored with campaign funds Ha also had consent

"Sky-Jenpen Dan Cooper, where augus?"

DARRELL BOB HOUSTON, author of the catching-on novel, "King of The Midnight Blues," caught a lot of flak after last week's appearance on Ch. 5's "Tonight, Tonite" show. The novel, based loosely on the exploits of D.B. Cooper, the parachuting skyjacker, aroused much ire - particularly from authorpilot Ernie Gann, who labeled Houston an "opportunist" for glorifying D.B. Responds Houston: "If I wanted to be opportunistic, I could have written that book years ago. As it is, the public-not me-made Cooper a sort of folk hero. I defy Gann or anyone else to say who America's folk hereos are-and they aren't all good guys. How about Jesse James?" . . . Lake Washington Rowing Club, having dedicated its new boathouse (in honor of famed shell builder George Pocock) is now looking for a permanent location. Discussions with Park Dept. heads and private owners continuc. Meanwhile, the boathouse is on Lake Union, under the Univ. Bridge.

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Seattle Post- Intelligencer Seattle, Wa
Date: 11/16/76 Edition: Author: Editor: Title:
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Being investigated 164-81-Sub B
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(Mount Clipping in Space Below)

Dails Choniele - 11/15/16
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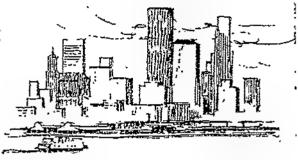
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ATTLE



(Mount Clipping in Space Below)

EMMETT WATSON



Puget Sound Fury

Thursday eve's "Tonight, Tonite" show on Ch. 5—one featuring Darrell Bob Houston, promoting his new book, "King of The Midnight Blue," a novel based "loosely" on D. B. Cooper, the legendary pirate-skyjacker who commandeered an airliner and parachuted out with some \$200,000. Also aboard the T-T show was singer Scott McGoogan, who sang the song from the early '70's, "D. B. Cooper,



Where Are You?" Phone lines lit up like a pinball game with calls from irate stewardesses. Boeing workers and pilots. Among the latter was Ernie Gann, the famed author-pilot ("High and The" Mighty" "Fate Is The Hunter"), who fired off a telegram, to wit: "I am appalled that KING-TV should sponsor the glorification of a cutthroat pirate, namely Cooper. That villain directly endangered the lives of

hundreds of innocent people and inspired others to do the same all over the world. I cannot believe your station, or Mr. McGowan, is so

(Indicate page, name of newspaper, city and state.)

p.Bl Seattle Post-Intelligencer Seattle, Wash.

Date: 11/15/76 Edition: Final

Author: Emmett Watson Editor: Jack Doughty

Title:

Character:

Classification:

Submitting Office: Seattle

Being Investigated

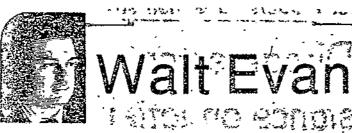
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DB Cooper-23117

irresponsible. May I urge you to give the opposite view, a hearing immediately from people far more expert than the opportunist author and singer who appeared all-jokingly on McGowan's show. The true depiction of all hijackers for what they are — instead of as heroes — must be shown now or you and your loved ones may well, and very soon, be aboard the next of another Robin Hood's terrible adventures."

John Tyers, the show's producer, says, "We thought it would be fun — and that's the exact word — to do the song written about D.B." As for "glorifying" a skyjacker, "that was not our intent," says producer Tyers, sounding a bit subdued.



Novel on D.B. Cooper for the jet set

ITERARY TIMES: When the frost is on the pumpkin, thoughts just naturally turn to D.B. Cooper, the non-pariel skyjacker who parachuted into immortality, if not a Douglas fir, five years ago this Thanksgiving Eve. What will undoubtedly be one of the best books—because it's being done by one of the best writers I know—to come out

of the incident will be "King of the Midnight Blue," by Seattleite Darrell Bob Houston. And before you ask, the D. B. initials are just coincidence. Our D.B. is much too tall for the skyjacker. Houston's novel based on the incident comes out November 3. "I wrote it as an inflight movie," he quipped. So far there have been a couple of nibbles from the movie folk and Darrell Bob figures it should sell, since "it's



Darrell Houston

three parts sex to one part skyjack." Houston is dickering for the film rights. He's asking \$200,000 . . . in 20s and four parachutes. The accompanying picture of D.B. (ours) was taken when he was covering the war in Vietnam. But it does look like a paratrooper's helmet. Hmmmmmm.

(Indicate page, name of newspaper, city and state.)

p.Al4 Seattle Times Seattle, Wash.

Date: 10/19/76
Edition: Final

Author:

Editor: Jim King

Title:

NORJAC

Characters

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Ciassification: 164=81-7456

Submitting Office: Seattle

Being Investigated

SERIALIZED FILED NOV 1 1976

DB Cooper 23119

HE TWO MEN SITTI across from me in the small office side the new federal building in downtown Seattle are indistinguishable from most other men In the business district on a weekday, except for their slightly unlashionable clothes. Their names would distinguish them, but the one ground rule for this meeting is, no names, please.

This is a meeting between the press and

the FBI.

I take care to signal I'm no threat, trust me. My legs are crossed, my notebook is opened but my pen is capped. This is just an Informal chat, boys, no cross examination. You can level with me.

We've been through these meetings before, the FBI and I, in different cities on different matters. Sometimes it's the IFBI which is asking the questions.

I'm here haping to develop something :new on the D. B. Cooper case. Ilmihardly the first. It has been nearly five years since that: swarthy, middle-agediman callinghimself D. B. Cooper boarded in Portland a Northwest Orient 727, bound for Seattle, showed a. flight stewardess a bag he said was full of explosives, allowed the passengers to leave In Seattle in exchange for \$200,000 in \$20 bills and four parachutes, directed the plane to head for Mexico with a refueling stop in Reno; jumped off apparently 36 minutes and landed, with the money; somewhere in the thick forests near Arielin

Cowlitz County,
Authorities searched to the point of exhaustion. The Army sent in 300 troops no help in the rugged country. And ainsteurs have tromped the woods ever isinger-

thing. Five years of mystery. Five years without finding D. B. Cooper or the \$200,000. Five years as of November 24, 1976, the day, it is popularly and mistakenly thought, when the statute of limitations on his crime will run out and D. B. Gooper will be a free, rich man. (See accompanying story.)

Cooper's inventiveness captured the fancy of a lot of people in this land of free enterprise, and the coming anniversary of his daring has drawn many journalists to this small office in the new federal building in downtown Seattle. They, like me, have been seeking the FBI's secrets. Many have been free lancers; because big bucks can be

FRED BRACK, a P-I staff writer, specializes in harassing government agencies such as the FBlack or May york (595) cook?" a to the private and the contraction

a your rest to the sound to the tri

Gooper's inventiveness captured the fancy of a lot of people, including the FBI ...

commen

by Fred Brack

what for uncovering something new about 100

Alim carrying hot information that this pa mone of the others have shown these two agents. I have been told that thereconce was: and still may be, an "tofficial theory" about who did it, and am going to bounce this line formation at their feet during the converged in a see fitthey blink.

One of the two tetthe loase agents life's iheld that designation since August of 1972 and that means he should know more about the D. B. Cooper case than anyone dise lin.

"We don't know if the's dead or alive" the Case Agent says while the Other Agent answers the phone: ""Does that mean," itask, "that you don't

Ikmow.whether he survived the jump ophidic?

Fire Case Agent considers the lawestion. icarefully rubbingutagainstifis secrets. ///

Wy respiratory rate changes, il hope not noticeably.

sticeably.
"Ah, does that mean have evidence . . . that he survived the jump?"

"No comment," he says, quickly ithis

If shrug and move on to something else, hoping to conceal my excitement.

What in the hell do those "no comtents" mean? That they've found evidence, physical evidence, that Cooper's allive? It couldn't be evidence that he s dead because that would be the body—and then the case 'would be closed? Or would it? What if they "found the body but not the money, and didmit want to tip off a suspected accomplice?
What could the evidence be? the same the goal pay and of may and may may

"ll understand you ve nvestigated about 800 or 850 suspects, "Jeay, stelling.

"Right around 850," the Case Agent

"And you have 15 to 118 live suspects you're still checking?"

"Fifteen to 30, yes."

"Are these: all new suspects or have some of them been on the list for years?"

These are all new."

'You've die ared all the others, all the rest

"How does, someone, get to suspect?What gets you on the list?"

"We normally get information from various sources:"

A common one," the Other Agent Inter-jects, "its someone calls and says 'I have an acquaintance and the's a parachutist or a soldier of fortune or something land he's got

alot of money !!"
"We check them all out "Ithe Gase Agent

ipply of lips or are

is from month to month," the

"Every time an article appears there's a rash of calls," the Other Acent says, "There was a National Observer article in January randweigot a lottof calls after that:"

"Who are they?" **** in the contribute

"They come from every economic group, http://www.pation.a.cross.section.everyone

slightly lost. slightly lost.

- LOT: OF IREOPLE Ithink the five-year restatute of ilimitations and income statute of ilimitations and if out if or D. B. Cooper on November 24, 1976.

A lot of people are wrong, says Stan Pitkin, U.S., attorney in Seattle.

Air plracy with a threat to harm someone, Pitkin says, is a capital offense. Federal capital offenses, he says, may remain active forever, unless a suspect is brought to trial

and guilt is decided.

A capital offense is a crime punishable by death. Pitkin says judicial decisions on the death penalty may forestall D. B. Cooper's execution, but his orime was and lis a capital one, anyway.

If D. B. Cooper Is holed up somewhere in

a cave or seedy boarding house ripping pages off a calendar in the expectation of becoming a free man, he may be in for a rude shock. And there may be a tax case, also, for which the statute limitations is six.

Of course, Pitkin says, there may not be a tax case. It is possible, he says, that Cooper somehow has paid taxes on the \$200,000 the plucked, more or less, out of the sky. There's no way of itelling because authorities iden't know who (Cooper is. Fugitive, criminals have been known ito pay taxes on their loot, Ritkin says.

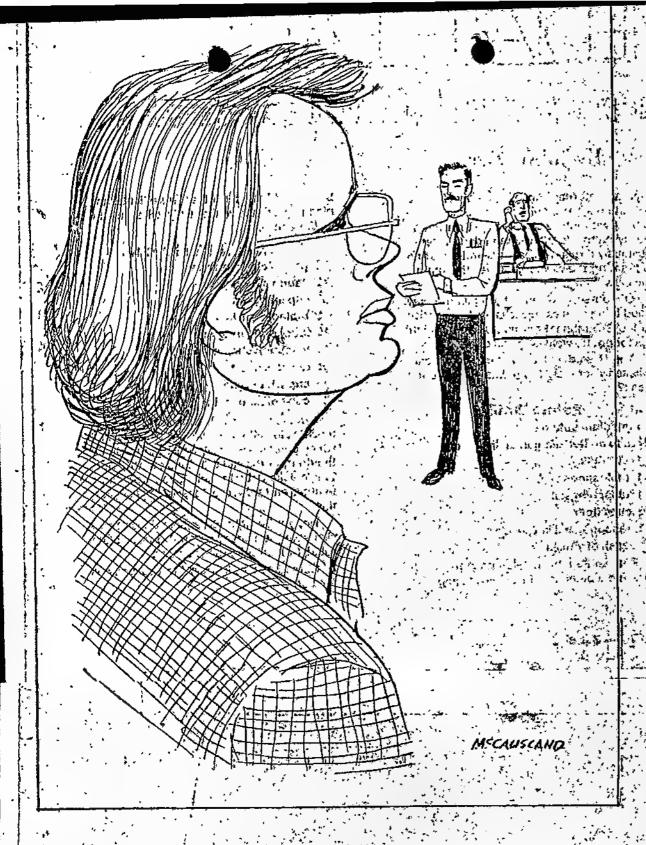
ົ້ວໂຄກ "As for anyone Whomight find the money Opoper took out of the airplane, Pitkin reminds fortune hunters that there is a

thicket.idf federal: oriminal istatutes funder which they could be oharged were they found in wilful possession of the money. There is a five-year limitation on these offerses, he says. 1'-.' · . .

But aducky fortune hunter, who conrectly counted; the stays and avoided oriminal prosecution, Pitkin says; still would be opento a miviledaim on the money by Northwest Orient or litsuinsurance carrie; since the money (belongs to them and not ito the)

What woes Pitkin; who is ould know,

think about the case?.
"I share the judgment widely held," he, says, "that the only thing uncertain about the case is that the body and the money have not been recovered."...



"Both," the Other Agent says,

"Both," the Case Agent says. "At cross section of suspects and of people who call

"Is there any geographic concenitration?"

'Most of the calls are from the Pacific Northwest," the Case Agent says,

That's enough of this. I've gorto gerback to the idea that they may have evidence Cooper survived the jump. Maybe they found some of the money?

"Was the money marked?"

"We have the serial numbers," the Case 🗽

"Has any of it ever been found?"

"No." the Case Agent says, but then makes his answer precise. "At least, we, the FBI, know of no money ever having been

I turn to the Other Agent, "While your were on the phone we-were talking about. whether you have evidence that Coopersurvived the jump.

'Well, now," he says; rather too quickly, "there are certain things about the case that have never been published. . . Look; what if some guy walks in here some day and says, 'I'm D. B. Cooper. I spent the money and had a wonderful time but now it's all

guņe andili wanti to give myselfi upjandi writes as beak and make a million dollars "Wall, there are certain things about the case that only we and Cooper know and we'll want to use those things to identify him!

Centaini things that only the FER and Coopen Rnow: That means physical evildence, doesn't it? Anything else, since thei FBI.wasnition the plane, would have to come. from a third party. On is the other Agent exaggerating?) If it is physical evidence, where was it found? On the plane? On the ground? There's something here, if only I could get it, But the FBI is no small town constabulary. Il can't trap these guys, 'The question; hangs, does the FBI have evidence that Cooper survived the jump? Or evidence that he didn't?'Further questions along this tine will only antagonize them before I reveal myhotinformation.lt/s.time to do that now.

'li understand that the Justice Department, oh, maybe four years ago, told a federal official that there was an 'official!' theory 'in the case and that this involved two air, traffic controllers from (a Midwestern) city)) which were gone from their jobs whent this happened and we're known to have been. limithis area and visited/some of the airports. involved is this, or was this, an official theory 1?7"

Will they blink? The Case Agent con-

siders the guestion, his fiead cocked to one side. He isn't foolling at me. Is he about to

""No." He says slowly, "I've never heard of that one."

ું-I look quickly at the Other, Agent. He shrugsiand shakeshis head alightly.

"Antigour saying that you don't have nor ever had two air traffic controllers from (the Midwestern city) as suspects?" f.am more aggressive now. I can't let them just shrug off my hot information. What about my article? My book? The movie sale?

il don't remember all of the sugpects: the Case Agent says.

Look, there have been a lot of suspects." the other Agent Interjects: "It's hardto say, but I don't remember anything like

"Are you saying," lipress, that you don't have any theories?"

EWell; Phayellots of theories; "the Case Agenti says with a small smile and ther turhsisolemni againi "Butias lätias it affectis the investigation; I have an open mind: In have to have an open mind. I have to be able ato, čheški outi imiormation without any judgiments about it," he says earnestly.

The Other Agent helps him out "There are, a lat of guye in the office who have theories. Some say he's dead. Some say. he's alive Buttl've talkento (the Gase Agent) there many times and the says he has no theories Herjust doesnit. Heldbeshitknow."

it's convincing, but my suspicions are up. They seem too anxious to quash the air controller theory, and a second

ask, the Case, Agent with my warmest. peanul-farmer smile.

"No," he replies, and his smile looks more sincere than mine feels.

ा हा i need some new information. o one else has. Desperate, I try

'ooking for one man or more than ç

"We are looking for at least one man, the Case Agent says.

"Does that mean more than one'?" I'm shameless now, begging, for a tidbit, anything,

"At least one man," the Case Agent says, smilling at how easy it is to parry my thrusts.

le leave with handshakes not entirely disconsolate. At least I've learned that possibly, no confirmation, but a hint of a that Cooper did, or did not; survive the jumps in the DiB. Cooper case, people are happy-fithey maybe learn something.

lialso have the possibility that they are. Iving to me about the air traffic controllers. live been spinning in one spot on that tip for weeks Time for alastry.

* "I'telk to arguy.

He tells me to talk to another guy, I talk to the other guy.

He directs me to call another guy, John H. Shaffer, director of the Federal Aviation. Administration at the time of theiskyjacking and now in the freight-forwarding business in Hyattsville, Md. It was the FAA, not the Justice Department, I learn, that told the federal official about the air traffic con-

""I=remember that theory," Shaffer saysover the phone. "I don't remember all the details; but the evidence against these guys: was circumstantial; not physical, it was early in the investigation, It was a hot trail at one time, but it just petered out, went flat, deflated; It wasn't them.

"Rersonally," Shaffer says, "I think he's. dangling from one of those high pine frees out there," 🥇

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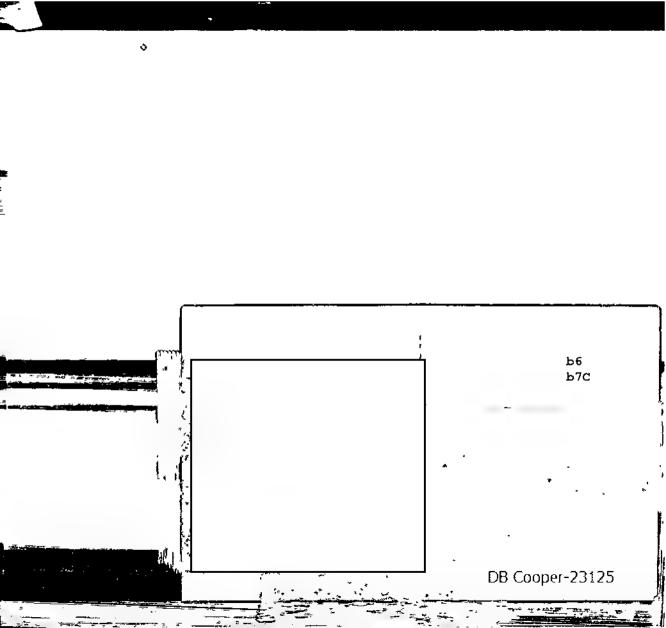
Five years ster, where is the chute styjacker?



Staff illustration by Steve McKinstry

October 3, 1976

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The Skyjacker Who Got Away

PORTLAND, Ore. (AP) - It has been three years since the skyjacker called D.B. Cooper parachuted from a Northwest Airlines jet with \$200,000 in ransom money and wrote himself into the folklore of the Pacific Northwest.

Two more and he'll be home free - if he's alive.

"The federal statute of limitations on that crime is five years," said Sidney Lezak, U.S. attorney in Portland.

According to the U.S. Department of Transportation, Cooper is the only person ever to hijack a domestic airliner who thas not been killed or brought to justice.

"We know nothing more about him today than we did at 11 p.m. Wednesday, Nov 24, 1971," says Julius Mattson, special agent in charge of the Portland FBI office. "I just wish we had something to go on. We don't have a thing, Just a big zero."

These are the events of that Thanksgiving Eve as authorities reconstructed them:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines flight 305 which originated in Washing-

D.B. Cooper a Legend 3 Years After Caper

No antihijacking measures were in operation as the 36 passengers boarded the Boeing 727' for the 25-minute flight.

In the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Cooper's orders. Following Miss Mucklow sat beside him and wrote down instructions to the pilot.

He wanted 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise, he would blow up the plane, he said.

Airline officials and FBI agents complied and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from region northeast of Woodland. Cooper for about 20 manutes. At. '8:10 p.m., as the plane crossed the Lewis River in southwestern Washington, Capt. William Scott thought the skythe ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

Another light flashed showing the ramp was fully extended. A few seconds later Cooper came back on the interphone. "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities pinpointed Cooper's jump point near Woodland. Wash The little town was transformed into a busting command post for a small he says.

army of newsmen, FBI agents,4 police and soldiers from Ft. Lewis, Wash.

With planes, helicopters, jeeps and track dogs, they combed the vast, densely wooded

The skyjacker had left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into jacker was having trouble with a 200 m.p.h, wind and 7-degrees-below-zero emperatures.

He could not have survived, the police reasoned. They were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later, the searchers went home.

Cooper soon became a legend in the Northwest. A hit recording lauded him as a Robin Hood who beat the establishment, T-shirts bearing his name sold by the thousands

Then, late in March 1972, 300 soldiers combed the thawing terrain for 18 days and found' not a trace of Dan Cooper or his bag of money.

Mattson says the FBI is still actively searching for Cooper.

"I just wish we had a development, something to go on,"



DB Cooper 23127

Cooper theory

→ HE ONLY successful skyjack-I ing in the country occurred #almost five years ago when a man who identified himself as Dan Cooper bailed out of a Northwest Orient Airlines jet on a cold November night clutching a suitcase containing \$200,000.

Not a trace of Cooper or the money has been found since.

Cooper bailed out somewhere in . the vicinity of Lake Merwin. The FBI and even Army troops literally combed the rugged countryside looking for traces of either the man or the money or both. They turned up nothing.

This November, the statute of limitations on the case runs out. If Cooper is still alive, he can come out of hiding and not be prosecuted. Is that likely to happen? Longview FBI Agent Tom Manning doesn't think so. He has put hundreds of hours into the Cooper case. His theory is that Cooper dropped into Lake Merwin and sank out of sight, weighted down by the parachute and the suitcase full of cash. That , certainly is as plausible a theory as any we've heard but it will remain a theory until either a person or the money or both turn up.

newspaper, city and state.)
Page 2
The Daily News Longview, Washington Sus B Date: 7/12/76 afternoon Edition: Author: TED M. MATT Editor: TED M. NATT Title: NORJAK Character: CAA-Hijacking 164-81-Sul-B Classification: Seattle Submitting Office: Being Investigated COPY SENT TO BUREAU SEARCHED..... INDEXED..... SER:4LIZED...... FILED...... JUL 23 1976

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If alive, he'll be 'free' Nov. 24

Time is on D.B. Cooper's

side

By Bud May
Daily News Senior Staff Writer

If he's still alive, and there's some suspic on he's not, the mysterious skyjacker known as D.B. Cooper need stay hidden only 22 weeks longer to avoid prosecution under a federal law pertaining to air piracy.

It was on Thanksgiving Eve, Nov. 24, 1971, that Cooper vanished with \$200,000 ransonn after parachuting, apparently over the Lewis River area east of Woodland, from a jetliner he had hijacked with a bomb threat.

The statute of limitations on the widely publicized crime expires this coming Nov. 24, meaning he will not be subject to arrest and prosecution after that date.

It does not mean, however, that Cooper can feel free to surface and start spending the money. The Internal Revenue Service has determined he owes the government back taxes totaling more than \$218,000 on his plunder, including interest and penalties. A Longview FBI agent, however, feels the IRS will never collect—he believes Cooper plunged into Lake Merwin and drowned.

Regardless of what happens, Cooper remains the most celebrated, if that's the proper word, of American air pirates.

On the date, a man calling himself Dan Cooper (it somehow became D.B. Cooper in news stories about the crime) bought a ticket in Portland for a flight to Seattle.

After boarding a Northwest Airlines jetliner, the man—described as calm, middle-aged and well-dressed, gave a stewardess a note shortly after takeoff.

The stewardess, Florence Schaffner, then 23, of Minneapolis, Minn., said later, "I thought he was trying to hustle me. I stuffed the note in my purse, and he motioned that I should read it."

The note, according to officials involved in the hijacking investigation, said the man had a bomb, and wanted to go to Mexico.

While the jet circled Seattle, the skyjacker also ordered that \$200,000 cash and four parachutes be brought to the aircraft, demands to which Northwest Airlines agreed.

Authorities said 36 passengers and two of the

(Indicate page, name of newspaper, city and state.) Rage 5 The Daily News Longview, Washington Suz B Date: 7/12/76 Edition: aft:rnoon Author: BUD MAY Editor: TED M. NATT Title: NORJAK 164-81-8abB Character: CAA-Hijacking 164-81 Classification: Submitting Office: Seattle 🗶 Being investigated COPY SENT TO BUREAU SEARCHED INDEXED ... SERIALIZED FILED JUL 23 1976 b6

the aircraft in Seattle.

Before it took off, Cooper was supplied with the requested parachutes and 10,000 \$20 bills. The packet of bills, amounting to \$200,000, weighed over 24 pounds, and measured 8 by 6 by 27 inches.

Cooper demanded to go to Mexico City, but was told the plane did not have capability for such a flight. He then agreed to allow the plane to go to Reno, Nev., and instructed Capt. William Scott to fly at 10,000 feet at a speed of 200 m.p.h. with flaps extended 15 degrees.

About 20 minutes after takeoff, lights came on in the cockpit indicating that the rear stairs in the aircraft had been lowered. At about 8:10 p.m., the flight engineer noticed fluctuation in the cabin rate of pressure indicator (the only such fluctua-

tion between Seattle and Reno.)

When the Boeing 727 jetliner landed in Reno, Cooper, along with the ransom money, was no longer aboard. One of the two parachutes remaining in the plane had been opened, and some of the salmon-colored shroud lines were missing, leading to a conclusion that the hijacker had tied the money to his body, using the shroud lines...

Weather conditions at the time Cooper is believed to have jumped consisted of a ceiling of about 2,500 feet, with some ground visible through scattered clouds from the height of the plane. Rain and wind from west to southwest ranged

from 25 to 45 knots.

The FBI, assisted by area law enforcement agencies and military personnel, conducted a massive search in the Lewis River area for days after the hijacking, but found no trace of Cooper or his loot.

Search efforts were suspended when winter arrived, but a large-scale hunt was resumed in March of 1972. This time the FBI was aided by 200 troops from the 3rd Armored Cavalry at Fort Lewis.

A grid type, inch by inch search on the ground was supplemented by helicopter crews, but again authorities came up empty handed.

There have been numerous theories concerning Cooper's fate. Some people, equating him to a modern day Robin Hood, expressed the hope that he survived, and would get away with his caper.

Law enforcement officers and many citizens took offense to that suggestion, pointing out that at thief is still a thief, regardless of the circumstances, and should be held fully accountable for his crime or crimes.

There are those who doubt Cooper survived his

jump from the jetliner.

Included in that group is resident FBI Agent Tom Manning of Longview, who was involved in investigation of the case from the beginning, and

was a coordinator for the searches.

Manning says he feels the hijacker's chances for survival are remote. "It is my theory that Cooper landed in Lake Merwin, and is hung up on a snag," Manning said. Due to nylon chute and shroud lines, no deterioration of material has taken place to allow the body or money to surface, the agent believes.

FBI investigation is continuing, and numerous suspects (names primarily furnished by interested and concerned citizens) have been thoroughly checked out. Still, the identity of Dan (or D.B.)

Cooper remains unknown.

Manning said serial numbers of all of the 10,000 \$20 bills were circulated in a 34-page booklet to all financial institutions and businesses handling large sums of money, but none of the missing money has surfaced.

Manning is among those who see nothing heroic

about Cooper's crime.

"Songs have been written about him, and he has achieved status in some quarters as a folk hero to the extent that T-shirts commemorating his deed have sold well in some Pacific Northwest cities. The FBI does not feel he is the Robin Hood of the Northwest, but rather is an individual who committed a violation of a federal statute, Crime Aboard an Aircraft-Hijacking, and jeopardized the lives of passengers and crew members," Manning stated.

The FBI, aware that time is growing short with regard to the statute of limitations, is interested in any information, however slight it may be, regarding the hijacker or his whereabouts.

Anyone having information is asked to contact the nearest FBI office (Manning's number is 423-3320). Identity of citizens offering information will remain confidential.



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Cooper's 'grave' found and a good imagination has created this "grave" for D.B. Cooper, the celebrated thyjacker mains and large the Late of the large that the sign says). It is near Amboy.

		FB1
Ą	•	Date: 6/8/76
Transmit	t the following m	n
	AIRTEL	(Type in plaintext or code) AIR MAIL
Via	NIKILL	(Priority)
.,	TO:	SAC, SEATTLE (164-81)
ł	FROM:	ADIC, LOS ANGELES (164-497) (P)
	SUBJECT:	NORJAK OO: Seattle
		Enclosed for Seattle is an article from Page 18 argonaut" published in Marina del Rey, California, ced 9/11/75.
	the Los A fantasy" Californi	This article has been called to the attention of ungeles Division and is referred to as "Our favorite be by
	among air hanging o	It is also noted that the article refers to some of having turned up in Las Vegas, Nevada, and a rumor line pilots that an old parachute was discovered a tree in an area where "COOPER" may have landed. es indices are negative regarding "Malabar VII",
	•	No investigation being conducted at Los Angeles.
	whatever	This information being forwarded to Seattle for action deemed appropriate.
	2 - Los A	Tle (Encl. 1) Engeles
	crs/aml (4)	SEARCHED INDEXED SERIALIZED FILED JIN/1 2 1976
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Doculings

'Malabar VII' may be getaway boat

At a waterfront bar in Papeete, Tahiti, I heard one of the most bizarre sea stories of our time.

Would you believe that D. B. Cooper, who bailed out of a Western Airlines plane five years ago with a fortune in cash, may be cruising the world's oceans aboard John Alden's "Malabar VII" from Dolphin Marina?

"It's our favorite fantasy," yacht broker Dan Streech of Dana Point said, explaining how "Malabar VII," which left Marina dei Rey in 1970, may be involved in the still-unsolved mystery of Cooper's successful heist.

(Indicate page, name of newspaper, city and state.) P-18 THE ARGOLAUT MARINA DLL RI Date: 9-11-75 Edition: Thursday Author: Darien Hurray Editor: David Asper John Title: NORJAK Characters Classification: Lin-191-4)7* submitting Office: Los An Geled Being investigated b6 (Cooper parachuted from an airplane over Oregon/California after successfully pulling off one of the most imaginative robberies in history, and neither he not the money has ever been found. A current rumor among airline pilots has it that a few months ago an old parachute was discovered hanging on a tree in the area where "Cooper," as he called himself, may have landed.)

Dan and Wendell Streech beight the Alden yawl "Malabar VII" and departed Marina del Rey in October, 1970, settling into a berth at Fort Lauderdale, Florida, after cruising down the Mexican coastline, through the Panama Canal and exploring the coastline of Venezuela and Colombia and the islands of the British West Indies and the Bahamas aboard the 54-foot wooden yawl which had won the 1926 Bermuda Race with designer Alden at her helm and a schooner rig.

"Malabar VII," one of a dozen and a half boats personally owned by Alden at launching, was offered for sale by the Streeches who left her in Fort Lauderdale and returned to the West Coast, Dan to Dana Point where he began selling boats, and his dad to the family home in Arizona.

"This man who called himself Mike Selzer decided to buy our boat." Dan said, "and he'd looked at a lot of boats. He may have bought ours because we were willing to take his camper as a trade-in. This was about two months after Cooper had made his getaway from the airplane.

"Select drove his camper to my folks' home in Arizona, and they spent a lot of time visiting before he took off for Florida. My dad says Selzer mentioned he had worked as a smoke jumper."

Six weeks after Selzer delivered the camper "nearly new, with only 2,000 miles on it," Dan said the F.B.I. turned up at the Streech home "and the agents said the man we knew as Selzer fitted the description of Cooper perfectly. The F.B.I. men also said some of the money Cooper bailed out with had turned up in Las Vegas."

"Malabar VII" with new owner Mike Selzer has never urned to a jwhere, Dan added.

BACK PACKING IN FRENCH POLYNESIA

Dan w. s on his way to the Tahiti airport after three weeks of hiking around the islands of Tahiti. Moorea, Huahine, Raiatea at J Bora Bora with a back pack. He'd gone from one island to another as a passenger on the copra boat "Tapora III," hiking days and sleeping nights cattle beaches. He said the land-crabs didn't chew on him (the local rumor that keeps visitors from camping on the beaches) and very few mosquitos took a bite: "I was taking Vitamins B 12 and B 6 and I understand if you do that, the mosquitos aren't interested. Anyway, I only got one or two bites a day."

He spent about \$300 in three weeks (plus \$750 round-trip air fare from Los Angeles) and most of the places where he camped were near native huts "and the Tahitians brought me food." He recalled buying "mostly bread, with lots of peanut butter and jelly."

In his back pack: a sleeping bag, a bodsheet, swim fins and mask, Sterno and freeze-dried food, one pair of long pants, one pair of cut-offs, a swim suit "and three or four shirts."

On Bora Bora, Dan spent two days reading a ship's log kept by Hans Fleish "at the Oa Oa, or perhaps you spell it Oahoa Hotel. Hans caters to visiting yachts and has free hot showers for boating people. Then he asks them to write about their voyages in his log. Some people even draw pictures. I couldn't stop read, problem the respector.

A night of that hould with med in "the CN" Conrecalled. That's unasually mason of the following massive, where a room or bungalow may run as high as \$95 a night and the average is about \$50 with two meals. The best hotel-bargain has got to be a place in Tahiti near flowntown Papeete where you pay 150 francs (\$2.74) for a room. Unless you want a door, then it's 200 francs.

Across from the cruising boats on Papeete's waterfront is the Stewart Hotel (about \$10), a favorite among cruising people who want to get off their boats. At the opposite end of the spectrum are the big glassy high-rise hotels where you pay \$50 and more to meet other tourists.

I stumbled into a happy compromise: the aging Te Puna Be Air, a hotel four miles outside Papeete frequented by Americans and Europeans who visit Tahiti often. Quiet, charming and inexpensive by Tahiti standards (about \$20-\$22), it's sandwiched between two American-style luxury hotels and you can hike over to their white-sand beaches.

One of the charms of the Te Puna Bel Air is its inconsistencies: I met four women from Sacramento who were staying there and they had no hot water (I did). I had a wasp nest on my balcony (they didn't), they had ice in a refrigerator (I didn't) but I had a bottle of Scotch (they didn't). We pooled our resources and so on felt we had a luxury suite.

Also, we met island people who treat the hotel bar and restaurant as a local hangout. Two of us explored a nearby reef with American scuba divers who live in Tahiti, and while we crotheled on the surface, they went down 190 teet and brought up block coral.

They called a coral whips, and it looked like wire coa hangers someone had straightened out. They said it sells for about \$300 a pound locally.

ISLAND-HOPPING BY BOAT

Inter-island freighters offer expeditions for visitors: one is a 40-day trip with stops at 116 islands and atolis, and it costs about \$300. For the visitor on a brief vacation, John Stegenga of the schooner "Candide," four years out of Marina del Rey, suggested this one which he took:

"The 'Timi Hani,' a 150 foot diesel freighter, leaves Papeete every Tuesday at 7:30 p.m. You sleep on deck with other travelers, including many Tahitians who sing and dance at might, and there are always people playing guitars.

"The freighter puts in a Huahini, Raiatea, Tahaa and Bora Bora and you go eshore and buy food at the Chinese grocery stores that are always close to the docks. You cook on deck.

"The 'Timi Hani' brings you back to Papeete on Sunday or Monday and you have spent about 700 francs (\$10) plus groceries for a week-long tour of some of the most beautiful islands in the South Pacific."

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Total Deleted Page(s) = 47
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Page 8 ~ b6; b7C;
Page 9 ~ Duplicate;
Page 18 ~ b6; b7C;
Page 20 ~ Duplicate;
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MAINTAINED IN SEPARATE EXHIBIT SEC TION UNSUB; NORTHWEST AIRLINES FLIGHT 305, IN CLOSED FILES. SEE VOLUME I FOR (THUE) PORTLAND TO SEATTLE, NOVEMBER 24, 1971.

164-497 (File No.) _

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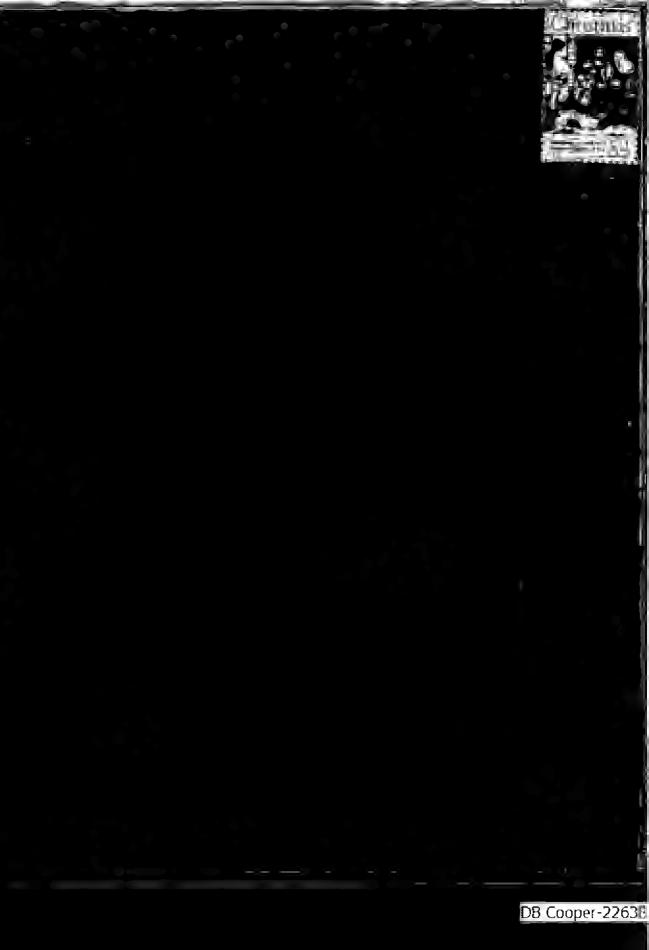
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Managing Editor Ch Los Angeles Times Ch Los Angeles, California b6

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Sirs.

I knew from the start that I wouldn't be caught.

I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risk.

I'm no modern day Robin Hood. Unfortunately do have only 14 months to live.

My life has been one of hate, turmoil, hunger and more hate, this seemed to be the fastest and most profitable way to gain a few fast grains of peace of mind.

I don't blaze people for hating me for what I've done nor do I blaze anybody for wanting me to be caught and punished, though this can never happen.

Here are some (not all) of the things working against the authorities:

I'm not a boasting man

I left no fingerprints

I wore a trupes

I wore putty make-up

They could aid or subtract from the composite a hundred times and not core up with an accurate description; and we both know it.

I've come and gone on several airline flights already and am not holed up in some obsure backwoods town. Neither am I a psycho-pathic killer. As a matter of the live never even received a speeding ticket.

Phask you for your ----

L.B. COOPuh

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INTERROGATION; ADVICE OF RIGHTS

YOUR RIGHTS

Place <u>R. Bon</u> Calif.

Date <u>1-121-721</u>

Time <u>5:31 Pm</u>

Before we ask you any questions, you must understand your rights.

You have the right to remain silent.

Anything you say can be used against you in court.

You have the right to talk to a lawyer for advice before we ask you any questions and to have him with you during questioning.

If you cannot afford a lawyer, one will be appointed for you before any questioning if you wish.

If you decide to answer questions now without a lawyer present, you will still have the right to stop answering at any time. You also have the right to stop answering at any time until you talk to a lawyer.

WAIVER OF RIGHTS

I have read this statement of my rights and I understand what my rights

are. I am willing to make a statement and answer questions. I do not want a lawyer at this time. I understand and know what I am doing. No promises or threats have been made to me and no pressure or coercion of any kind has been used against me.

Witness:

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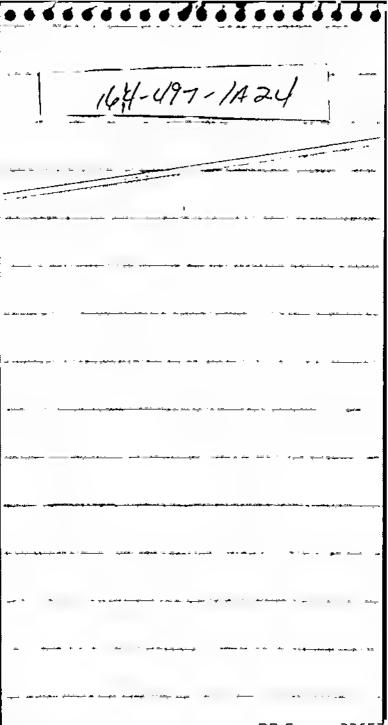
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WESTERN AIRLINES, INC.

PHOTO APPOINTMENT NOTICE

Color: (Blue) Line Service (Yellow) Shops Cleaner (Green) DEPT: Ground Service (Orange) ь7С Purchasing & Stores (Brown) LAXDO LOCATION: Other Departments (Red)

Card

All Western Airlines employees will be issued a new I.D. Card in the near future, including the employee's photograph.

The Photo crew will be located in Satellite 5, on the operations level, for several days beginning Sept.18. (Swing shift & graveyard will be taken care of at a later date).

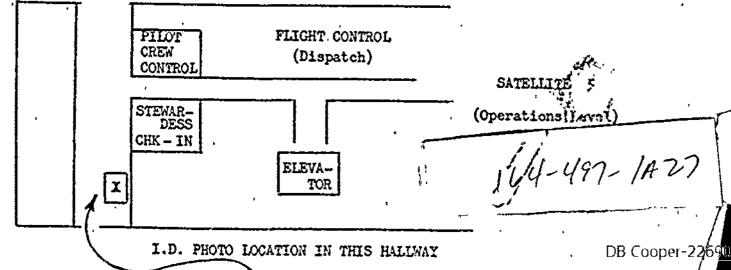
Flight Crews will be photographed at the time of their check-in (approximately one-hour before departure).

All other personnel will be photographed in-between the flight crews.

Normally, each person will be at the photo location about 10 to 15 minutes —————BUT, there may be a few times when too many persons will be waiting for their photo at the same time. In that case, it is the responsibility of each person to watch HIS TIME —— if it is getting too close to your departure or work time, you are to proceed to your work, and return at a later date for your photo.

BRING THIS NOTICE & YOUR OLD I.D. CARD WITH YOU AT THE TIME OF PHOTO.

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Page 87 ~ b6; b7C; b7D; b7E;
Page 163 ~ Referral/Consult;
Page 164 ~ Referral/Consult;
Page 165 ~ Referral/Consult;
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Page 170 ~ b6; b7C;
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MAY 1662 EDITION
GSA FPMR (41 GFR) 101-11.6
UNITED STATES GOVERNMENT

Memorandum

то :		SAC, LOS ANGELES (164-497) DATE: 11/30/71	
FROM :		SA	b6 b70
SUBJECT:		UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT NUMBER 305 PORTLAND TO SEATTLE 11/24/71 CAA - HIJACK	
	11/27/71.	Re memo to SAC by SA dated	b6 b70
	radio int	The conversation mentioned in referenced memo was y radio station KABC and at 5:45 p.m., 11/27/71, the erview was recorded over the telephone by SA radio station KABC, telephone number extension	b6 b70
		The above was obtained from SA aped conversation will be transcribed to obtain ding as reported in paragraph one of referenced memo.	b6 b70



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GELES US

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

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WR WOS BY PLAIN 7:28 PM 11-30-71 NITEL DD TO: SAC, LOS ANGELES SAC, SEATTLE (164-81) SAC, PORTLAND (164-41) FROM: SAC, BLTTE (164-26) 2P UNSUB: NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOV. TWO FOUR, ONE NINE SEVEN ONE. CAA - HIJACKING: EXTORTION. 00: SEATTLE. **b**6 VIEWING ARTIST-S b7C **b7D** CONCEPTION OF HIJACKING IN "SPOKESMAN REVIEW" SPOKANE, WASH., NOV. TWO WINE ISSUE, SEE STRONG RESEMBLANCE WITH IN ONE WINE SEVEN ZERO, Ъ6 b7C RESIDING b7D CALIF. b6 WHILE ON INTERESTED ь7С b7D BUT NEVER KNOW IC HAVE END PAGE ONE Description advantable of 12 NOV 3 0 1971

;DB Cooper-22714

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	DESCRIBED - BORN	
	PLACE UNKNOWN, SIX FEET, MEDIUM BUILD,	
	DARK HAIR, SSN	
	APPEARS OLDER THAN TRUE AGE.	
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	The Butte Office of the FBI advised by communication	
	dated November 30, 1971, that a after	b6
	viewing artist's conception of the hijacker in the "Spokesman	ъ7C
	Review , Spokane, Washington, November 29, 1971 issue, advised	b7D
	there was a strong resemblance between the hijacker and	
	On December 1. 1971.	ь6
	California, telephone	ь70
	furnished the following information to SA's	b7D
	and	
	lives with at the above	b6
	address and is employed as a	b70
	Los Angeles, California.	b7D
		ъ6
	On November 20, 1971, and departed	b70
	Los Angeles International Airport. Los Angeles, California, for	b7D
	a Flight Number	2.2
ı	arriving in November 21, 1971. They departed	
	on December 1, 1971, via	
	Flight Number arriving at Los Angeles International Airport	
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	displayed United States Passport Number	
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	which disclosed that he had brown hair and brown	
	eyes. This passport, which bore an expiration date of	
	disclosed rise stamps of arrival at	
	November 21 1071: deporture from that same city in	b6
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	November 26, 1971.	b7D
	displayed the following restaurant receipts	
	for food:	

LA 164-497 LOB/kah b6 **b7C** b7D Date stamped November 23, 1971 Table Number 14 28.60 b6 b7C Two dates stamped on receipt of b7D November 23, 1971, and November 24, 1971 Table Number 12 26.40 b6 ь7С[°] Date stamped November 25, 1971 **b**7D Table Number 12 17.60 The following is a physical description of as obtained through observation and interview: Name Male Sex Race White Birth Data b6 b7C Height b7D Weight 170 pounds Hair Dark brown Brown, wears black shell-rimmed Eyes glasses Build Medium Occupation Los Angeles, California Social Security Number Wife 82nd Airborne Division, Military Service United States Army Smokes Salem Menthol cigarettes Peculiarities

3 TA 164-497 LOB/kah

On December 1, 1971, Cadet Pasadena,
California Police Department advised that their department
had no arrest record concerning

Files of the Los Angeles Office of the FBI disclose
no identifiable information concerning

ъ6 b7С

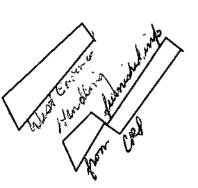
ь6 | ъ7С



SPECIAL

	I
TRØWE SE PLAIN	
11:24AM URGENT 12/1/71 VAS	
TO SACRAMENTO	
LOS ANGELES	
TROM SEATTLE (614-81) (P) 2P UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SE-	
ATTLE, NOVEMBER THENTYFOUR LAST. CAA-HIJACKING: EXTORIJON. 00:	b 6
RE: IS BEING CONCIDERED A SUSPECT DECAUSE HE MEETS THE GEN-	ь7с ъ7D ъ6 ъ7С
ERAL DESCRIPTION OF THE HIJACKEP AND HAS	
INVESTIGATION AT SEATTLE HAS REVEALED CURRENTLY UN-	ь 6 ь7с
EMPLOYED IS ALLEGEDLY	
CALIF. SUSPECT ARRIVED IN THE SEATTLE AREA IN	

SUSPECT IS NOT CUPRENTLY HOLDING A VASHINGTON OR CALIFORNIA DRIVERS END PAGE DUE



SEARCHED INDEXED DEC 1/1971

DEC 1/1971

ELES

CRA



PAGE T'/O

164-81

LICEUSE NOR IS HE CURRENTLY COLLECTING UNEMPLOYMENT INSUPANCE FROM THE STATE OF WASHINGTON. DOB UNKNOWN.

SACRAMENTO AT DEPARTMENT OF MOTOR VEHICLES ATTEMPT TO OBTAIN
PHOTO AND EXACT DOB OF
LOS ANGELES AT ATTEMPT TO DETERMINE SUSPECTS PRIOR EM-
PLOYMENT AND DETERMINE IF PHOTO IS AVAILABLE FROM
· ·
TND '

CXF

F31 LOS ANGELES C ACK FOR THREE TELS LA CLR TU b6 b7C

b7C

JP011 JH PLAIN 42 7AM 12/2/71 SENT PM UPGENT 12-1- : FEG TO: DIRECT 'D LOS ANGELES FROM: VE ' HAVEN បសនប្រា . FLIGHT THREE ZERO FIVE, ELEVER TIE TYPOUR SEVENTYONE. CAR-HIJACKING. OO: SEATTLE. AT APPROXIMATELY FIVE FIFTEEN P.M. EST. DECEMBER ONE, INSTANT. SA NEW HAVEIL RECEIVED A LONG DISTANCE **b6** b7C b7D TELEPHONE CALL FROM ONE SA FORMERLY KNEW WHEN SA ASSIGNED THERE AMD RESIDED THERE. b6 STATED, WITHOUT FURTHER IDENTIFYING. HE KNOW A b7C b7D WOMAN IN THE AREA WHO BELIEVED THE UNSUB MIGHT RE HE WAS DESCRIBED AS WHITE MALE, FORTYS', SIX FEET OWE INCH, ONE HUNDRED FIFTY TO ONE HUNDRED SIXIY POUNDS, SLIR BUILD, MAIR, SEATILE AREA, REPORTEDLY SUBJECT OF SEVERAL OUTSTANDING WARPAUTS IN LOS ANGELES AREA. END PAGE ONE b7D DEG .: 1971

DB Cooper-22721

PAGE TUO

ADVISED HIS HOME TELEPHOAT IS

OFFICE

HE WILL BE AT HIS

DECEMBER TWO, NAXT.

INTERVIEW

FOR FURTHER SPECIFICS

TO DETERMINE IF AL HAS POSITIVE INFORMATION.

END

b6 | b7С b7D

ь6

ь7с ь7р

994 PD PLAIN 12:55 PM URGENT 12-2-71 LJQ -10: DIPECTOR SEATTLE (164-81) LOS ANGELES FROM: PORTLAND (164-41) (P) UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, POPILARD TO STATTLE, NOVEMBER THENTYFOUR SEVENTYONE, CAA-HIJACKING; EMTORTION, 00: SEATTLE. b6 DECEMBER ONE. SEVENTYONE. AT FOUR O'CLOCK P.M.J b7C b7D OREGON, REPORTED THE FOLLOWING INFORMATION: HE REMINSERED SEEING A PERSON CLOSELY RESEMBLING THE MINSUS IN THIS CASE. HE RECALLED SEEING THIS PERSON APPROXIMATELY FOUR YEARS AGO AT A NUMBER OF LOCALIONS IN THE **b6** b7C b7D NEAR HIS PREVIOUS EMPLOYMENT AT THE ADDPESS MAS HΕ BELIEVES THIS PERSON WAS OPERATING AN AND MENTIONED OWNING A AIRCRAFT. END PAGE ONE SERIALIZED FILLD 2 1971 **b6**

> ъ7с **Т**

DB Cooper 22/23

RECALLS THIS BECAUSE HE APPLIED FOR EMPLOYIEMT WHERE THIS PERSON
EVIDENTLY WAS CONDUCTING BUSINESS. DESCRIBED THE PERSON
AS FOLLOWS: WHITE, MALE, AMERICAN, FORTY TO FORTYFIVE YEARS OF
AGE, ONE HUNDRED FIFTY TO OME HUNDRED SIXTYFIVE POUNDS, SIX FEET
TALL, THIN BUILD, DARK HAIR PARTED ON LEFT SIDE, EXPENSIVE DRESSER,
DRAWN-IN MOUTH, ONE APD HALF INCH SCAR
ON AUTOMOBILE OR '
FOUP-DOOR, BLACK
VINYL TOP, CALIFORNIA LICENSE PLATES.
BELIEVES HE LAST SAW THE UNSUB NURING THE SUMMER OF
LINETZEN SIXTYSEVEN BETWEEN JOBS AT
CALIFORNIA,
AND LOCATED ON
RECOMMENDS THAT A AT
"OULD BE A LOGICAL PERSON TO CONTACT BECAUSE
MAS EYPERIENCE AND KNOWLEDGE OF WOST INDIVIDUALS ANDCOMPANIES
IN THE LOCATED IN THE AREA.
LAST SAU IN MINETEEN SIXTYSEVEN AFTER
END PAGE TUS

DB Cooper 22/24

b6 b7С b7D

ь6 ь7с ь7D

PD	÷	64-2	1

PAGE THREE

					•
LOS ANGELES AT CAL	IFORNIA.	LILL	ATTEM	T TO	LOCATE
АТ	TO DETER	HINE	THE IDE	NTIT	Y AND

EMPLOYMENT OF PERSON DESCRIBED ABOVE.

END

LLS

FBI LOS ANGELES CLR

b6 b7с b7D

b6 b7C

Memorandum

то :	SAC, LOS ANGELES (164-497) DATE: 12/2/71	
FROM :	SA (13)	b6 b70
subject:	UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT NUMBER 305 PORTLAND TO SEATTLE 11/24/71 CAA - HIJACK (OO: SEATTLE)	
	On 12/1/71 SA contacted contacted,	b6 b70
	California at which time he stated he considered a possible suspect of captioned hijacking, nowever he has not seen the man for about 6 years. He again stated it was just a "hunch".	b7I
	It should be noted that was interviewed by SA on the same date and he said does not match the description of the suspect and definitely counts him out as being a suspect. (See FD-302 of which describes suspect).	b6 b7с b7Е
	on 12/1/71 viewed the artist's conception of the skyjacker and stazed does not look like this. He described as a blond with blue eyes.	b6 b70 b70
	During the interview with on 12/1/71 at the was brought up to who stated definitely not, that Xs well known to him and does not fit the suspects description. He discounted as a suspect.	b6 b70 b70
	is an authority on parachuting. He is or was a member of the he is the and is considered an expert on any aspect of the sport. He has been	ь6 b70 b70
	2 la Ayela (64, 497 - 6)	7
	3- la Ayela SAN EAL	

3 - 9 Pari.

California furnished the following information:

b6 b7С b7D

He heard a radio newscast concerning the skyjacking of an aircraft and immediately had the idea that a former friend of his is responsible. He stated the guy is "wild" enough to pull just such a job as described on the radio and based on his knowledge of the individual he thinks he could have been the skyjacker.

First of all advised that the man's
name is He has knowledge of b
in the and b
He was last known to reside in Seattle and was
employed as a
near Seattle. claimed that told him one time
To domesthed lan shout
years of age. He described as about years of age. 6' tall and about 190 pounds. He
recalled that had a tattoo on his
naa a sassoo on alls
It should be noted that stated he was
He was interviewed at b
a state office building, where he was
<u></u>
•
is described as follows:
Bace: White
111111111111111111111111111111111111111
Sex: Male DPOB:
Height: 6
Weight: 185
Hair: Blond
Eyes: Blue
Employment: Unemployed.
- * * * * * * * * * * * * * * * * * * *

12/1 /2 plat may to a

SEARCHED _____INDEXED ____ SERIALIZED ____FILED ____ NOV 2 G 1971 FBI LOS ANGELES

DB Cooper-22727

b6

ь7с ь7р

Ý	(Rev. 5-22-64)	DIATN	I ate: 12/3/7			Ь6 b70
Transı Via _	mit the following in TELETYPE	(Type in pla	intext or code) URGEN	77	- 	
	NUMBER THREE ZERO FOUR LAST. CAA I RE LOS ANGEI TO LOS ANGELES AT RE: SUSPECT ON DECEMBER	CKING OF NORTHWE: OFIVE, PORTLAND DASH HIJACKING; LES TELCALL THIS ND SACRAMENTO DEC	ST ORIENT TO SEATTI EXTORTION. DATE AND	AIRLINES, FI E, NOVEMBER OO: SEATT	LIGHT TWENTY PLE. ETYPE	b6 b70 b6 b70
	ADVISED SHE 164-497 crs/kah (1) Approved: Special Agen	Sent in Charge	824 *V. S. 00	M Per Au	Opl DB Coo	b6 b70 oper-2272

LA 164-497	
PAGE TWO	
	ъ6 ъ70
EXACT LOCATION	ь7 <u>г</u>
UNKNOWN.	
SHE SAID AFTER READING DESCRIPTION	
OF HIJACKER IN LOCAL PAPER IT CROSSED HER MIND THIS DESCRIPTION	
CLOSELY MATCHED THAT OF	
	ь6 ь7с
	ъ7р
HIM AS WHITE MALE, BORN AT	
SIX FEET, ONE SIXTY FIVE POUNDS,	
OLIVE OR SWARTHY COMPLEXION, HAIR WORN SHORT,	
BROWN EYES, SMOKES OVER TWO PACKS OF FILTER CIGARETTES PER	
DAY, BRAND UNKNOWN.	
·	b6 b70
FACSIMILE BEING SENT	b7E
SEATTLE THIS DATE AND PHOTOGRAPHS FOLLOW VIA REGISTERED AIR MAIL.	
SEATTLE ATTEMPT LOCATE AND ESTABLISH WHEREABOUTS OF	
WHOSE LAST KNOWN ADDRESS WAS	ъ6 ъ70
DURING PERTINENT PERIOD.	

12/2/71

AIRTEL AIR MAIL SAC, SEATTLE (164-81) TO SAC, SACRAMENTO (164-50)(P) FROM UNSUB; Northwest Airlines SUBJECT: Flight 305, Portland to Seattle 11/24/71 CAA-HIJACKING: EXTORTION 00: Seattle Re Seattle teletype to Sacramento, dated 12/1/71. Enclosed for Seattle is one copy of California b6 _____bearing photograph of driver's license b7C : California driver's license bearing photograph of and California driver's license bearing photograph of AT SACRAMENTO, CALIFORNIA b6 On 12/1/71, Driver's License b7C Section, California DNV, was requested to cause a search of their files regarding one b6 On 12/2/71, advised: ь7С 2 - Seattle (Enc. 3) 2) - Los Angeles (Info) 2 - Sacramento RJA: jct (6) 1971 2 DEC 3 GELES b6 . CVIII b7C

(1) California license was issued
on to one
California.
is described as DOB brown hair, brown eyes,
6', 170 pounds. This license expired on and
has not been renewed to date.
(2) California driver's license
was issued on to .
California.
is described as DOB brown hair, eyes. 6'2". and 160 pounds. This license is due to expire on
(3) California driver's license issued on to
Californiais described as DOB
brown hair, brown eyes. 6'2". 170 pounds, This license is due to expire on
advised that these were the only three individuals issued driver's license in the surmame of

The above driver's licenses were compared with the artist sketch of the individual who hijacked Northwest Airlines plane out of Seattle, and none of them appear to be identical or similar with the artist sketch. ь7C

b7C

· b6 // b7С

> b6 b7С

TO DINECTOR (164-2111)
LOS ANGELES (164-497)
STATILE
VFO

FRON PHOENIX (164-100)

UNSUB; CORTHVEST AIRLINES, FLIGHT THREE ZEPO FIVE, PORTLAND

TO SEATTLE, MOVEMBER THENTYFOUR SEVENTYONE; CAA - HIJACKING;

EXTORTION. OO: SLATTLE. SUSPECT SHOULD BE CONSIDERED ARMED

AND DANGEROUS IN VIEW OF FACT HE REPORTEDLY CARRIES GUN.

RE AKA.	b6 b70
PE LOS ANGILES NITEL PHOENIX, ET AL, DECEMBER TWO LAST.	0
INQUIRY PD COGALES, SOMORA, DEXICO; PD FOGALES, ARIZODA;	
SA'ITA COUZ COUNTY SO, NOCALES, ARIZONA; AND US INS, NEGATIVE	
RE, AXA.	ъ6 ъ70
NOGALES INTERNATIONAL AIRPORT,	
ADVISED AKA UNKNOUL TO HIM AS	ь6 ь7С
II VOLVED IN	b 7D
SECURIO PAGE DINE SECURIO PAGE	
ELES	b6 b7

PAGE THO
PX 164-133
SOURCES CONTACTED STATED NAME DOLS NOT APPEAR
TO BE NAME AND ALL STATED THEY KNEW OF MC
ONE HAVING SIMILAR SOUNDING WAME WELL KNOWN IN CRIMINAL .
CIRCLES IN MOGALES, SONORA, MEXICO APEA.
WFO REQUESTED TO IMMEDIATELY ADVISE PHOELIX IF CORRECT
MAME OF DEVELOPED DURING CHECK OF HOTELS.
PENDING.
END

HCLD

LRS FBI LOS ANGELES CLR

b6 b7С

b6 b7C

UR GOS SF PLAIN	
4:40 PM UNGENT 12/3/71 MC	٠
TO LOS ANGELES	SCEGIAL
SEATTLE (164-81)	
FROM SAN FRANCISCO (164-229)	1P
•	,
UNSUR; AKA, DAN COOPTR, NORTA	WEST ORIENT AIRLINES, PLIGHT THREE
ZERO FIVE, NOV. THENTYFOUR LA	AST, CAA - AIR PIRACY. RE: SUSPECT
	b6 b7C
	•
RE SF TEL CALL TO LOS AF	GELES THIS DATE.
SA CII,	STATE BUILDING, SAN FRANCISCO THIS
	TACTED BY AN OLD INFORMANT WHO HAS
	. IN THE PAST, WHO STATED THAT THE 66
COMPOSITE PROTOGRAPH APPEARIN	C IN THE PAPER APPEARS IDENTICAL I. 670
EVERY RESPLCT TO ONL	
	CHĘCKES DIT
RECORDS WHICH SET FORTH THAT	HAS DRIVER'S LICENSE
	AND MAS LAST KNOWN TO BE AT
	DESCRIBED ON DRIVEP'S
LICENSE AS WMA, BROWN HAIR, G	RAYING, EYLS, SIX FOOT ONE
INCA, OME'SEVEN FOUR POUNDS,	
LOS ANCELAS: ATTEMPT TO	DETERMINE IF b7c
IDENTICAL WITH UNSUB.	,
SAN FRANCISCO VILL HOLD	IN ABEYANCE FOR VARDING PHOTOGRAPH
	GEELES RESOLVES THEREABOUTS OF
ON PURTINENT DATE	ARMED AND DANGEROUS SEARCHED VINHERED ST.
Er'D Quantitation	DEC 31971 66 67C
LRE.	ELES
\/	DB Cooper-22734

FBI

	Date: 12/3/71	<u> </u>
Transmit the following in	PLAIN	
	(Type in plaintext or code)	
Via TELETYPE	NITEL	į
	(Priority)	

TO:

SAC, SAN DIEGÒ (164-91

∕SAC, SAN FRANCISCO (164-220)

FROM:

SAC, LOS ANGELES (164-497)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE

RE SAN DIEGO TELETYPE TO SEATTLE, NOVEMBER TWENTY SEVEN LAST, AND SAN FRANCISCO TELETYPE TO SEATTLE, NOVEMBER TWENTY SEVEN LAST.

REFERENCED TELETYPES SET FORTH INFORMATION RECEIVED FROM

INTERVIEWS OF REGARDING CONVERSATION WITH UNIDENTIFIED MALE TRUE FLIGHT TWO ZERO ONE FROM SAN DIEGO TO BURBANK ON NOVEMBER EIGHT LAST. IT WAS SUGGESTED THAT LOS ANGELES ASSEMBLE LIST OF MOVIE COMPANIES AND DISPLAY TO IN EFFORT TO

Sent

FURTHER IDENTIFY UNIDENTIFIED MAN. 164-497

JFM: kah

Approved: Special Agent in Charge

b6 b7C

b7C

LA 164-497

PAGE TWO

FOLLOWING IS LIST OF MOTION PICTURE DASH TELEVISION

STUDIOS IN LOS ANGELES DASH HOLLYWOOD AREA: ACADEMY FILMS,

THE ALDRICH STUDIOS, ANIMATION CENTER, CASCADE STUDIO, CINEMA

GENERAL STUDIOS, COLUMBIA PICTURES CORPORATION, CULVER CITY

STUDIOS, INC., WALT DISNEY PRODUCTIONS, JERRY FAIRBANKS, INC.,

FAMILY FILMS, GENERAL SERVICE STUDIOS, GOLDEN WEST PRODUCTION

CENTER, SAMUEL GOLDWYN STUDIO, KTTV STUDIOS, MGM STUDIOS,

PARAMOUNT PICTURES, INC., PARAMOUNT STUDIOS, PRODUCERS STUDIO,

INC., RAMPART STUDIO, SCREEN GEMS, STUDIO CENTER (CBS), STUDIO

ONE, TV AND FILM PRODUCTION CENTER, TWENTIETH CENTURY FOX

FILM CORPORATION, UNITED SERVICE STUDIO, UNIVERSAL CITY STUDIOS,

U.P.A. PICTURES, INC., WARNER BROTHERS, INC., AND WOLPER VIDEO

CENTER.

ABOVE LIST CONSTITUTES MAJOR MOTION PICTURE AND TELEVISION STUDIOS IN LOS ANGELES DASH HOLLYWOOD AREA. THERE ARE NUMEROUS OTHER SMALL SUCH STUDIOS IN THE AREA AND, THEREFORE, THIS LIST IS NOT ALL INCLUSIVE.

FOR INFORMATION OF SAN DIEGO, THERE ARE VERY FEW WRITERS EMPLOYED ON A FULL TIME BASIS BY MOTION PICTURE COMPANIES AND TELEVISION STUDIOS. MOST WRITERS WORK ON A FREE LANCE BASIS

LA 164-497

PAGE THREE

ON SPECIFIC WRITING ASSIGNMENTS. IN ORDER FOR ACCURATE DASH INTELLIGENT SEARCH TO BE MADE WITH CONTACT OF HOLLYWOOD SOURCES FOR SPECIFIC WRITER, IT WOULD BE NECESSARY TO HAVE HIS FULL NAME, MADE, THEREFORE, LOS ANGELES WILL CONDUCT NO FURTHER ACTIVITY REGARDING THIS PHASE UNLESS A NAME IS OBTAINED.

SAN DIEGO WILL FURNISH LIST TO

PENDING.

DB Cooper-22737

b6 b7С

THE UNITED STATES PARACHUTE ASSOCIATION IS:

- The national parachuting association of the United States of America.
- A non-profit division of the National Aeronautic Association.
- The official representative of the Federation Aeronautique Internationale for parachuting in the United States.
- A national representative body in the United States for parachutists, parachute riggers, and the parachute industry.
- The national sanctioning body of sport parachuting competition in this nation.
- YOUR-VOICE in parachuting in the United States.

THE UNITED STATES PARACHUTE ASSOCIATION DOES:

- Promote safety in parachuting and establish safety standards and recommended procedures for safe jumping.
- Promote and sanction competitive sport parachuting and establish standards for competition.
- Supervise and document officially all record attempts in the field of parachuting.
- Encourage unity among all persons interested in parachuting.
- Encourage the study and knowledge of parachuting among the membership and the general public.
- Compile, edit, and publish monthly information regarding the sport and science of parachuting.
- Cooperate with all governmental agencies dealing with aeronautics in order to promote the public safety.
- Select and train the United States Parachute Team for international competition.
- Foster and encourage the development of parachuting as an intercollegiate sport, through its affiliate, the National Collgiate Parachuting League.
- Cooperate with other sporting aviation groups in the preservation and promotion of sporting and general aviation activities within the United States.

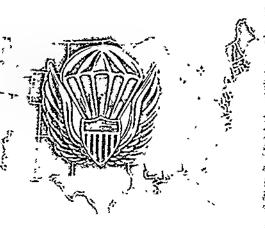
MEMBERSHIP IN THE UNITED STATES PARACHUTE ASSOCIATION GIVES YOU:

- A subscription to PARACHUTIST, the world's largest parachuting publication, a national monthly news pictorial and technical magazine which is the official publication of USPA.
- Insurance protection . . . \$10/\$20,000 Public Liability and \$5,000
 Property Damage insurance.
- Eligibility for competition in USPA-sanctioned meets.
- Eligibility for participation in national and international record attempts.
- Eligibility for international parachoting licenses.
- Representation before local, state, and national government.
- A voice in the government and operation of the USPA.
- USPA insignia and credentials.
- Guidance and assistance in all sport parachuting activities.

JOIN TODAY! - YOU MAKE USPA!

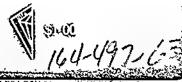
The 1970 USPA Directory and

Carard' Reference Source



Tureavior in the constitue of the constituent of th

e cal O A Description of the company



SCHRUNED INDEXED SERIALIZED FILED DEC : 6 197

* DB Cooper-22738

b7C

PREFACE

The 1970 version of the USPA Directory is an expanded publication and considerably more complete than earlier editions which listed only those drop zones operated by affiliated clubs.

By means of a survey type questionnaire we have been able to list many drop zone facilities for which previously there was little or no information available. As a word of caution; this solicited information has not always been verifiable, and the reader should therefore be prepared for occasional discrepancies between the reported and the actual facilities available at some DZs. Generally, those drop zones which have been visited by a USPA staff member (preceded by a star) and those operated by USPA affiliated clubs should be considered the most reliably reported.

In the event the reader discovers an error in the listed information, or has suggestions for the revision of future editions, please send these comments to Box 109, Monterey, California.

It is hoped that this new format of a State by State breakdown of drop zones, area safety officers, FAA facilities, and the USPA affiliated clubs will provide an easily referenced index of the information most necessary to users of this Directory.

This publication is presented as a service of the United States Parachute Association and is current as of 1 May 1970.

> Jerry Rouillard Assistant Director United States Parachute Association

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IFAA Gen. Aviation Dist. Offices, and											i
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UNITED STATES PARACHUTE ASSOCIATION

BOARD OF DIRECTORS 1969-70

The USPA is administratively divided into twelve conference areas, each of which is administered and represented by a Conference Director elected by the members of that conference. The twelve Conference Directors share the responsibility of governing the USPA with ten National Directors who are popularly elected by the national membership. These twenty-two Directors are elected for two-year terms and meet as the Board of Directors twice annually during those terms. Their directives and the daily administration of the organization are managed by a full-time executive staff headquartered in Monterey, California.



CONFERENCE DIRECTORS:

Richard J. Allen, North-Central Conference, 330 W. Cottage Ave., Apt. 202, St. Paul, Minnesota 55117.

Jack Bergman, Central Conference, 6561 Bancroft Ave., St. Louis, Missouri 63109.

M. L. Bertram, Northwest Conference, Rt. #2, Box 71F, Moses Lake, Washington 98837.

Cliff Davis, Southwest Conference, 128 NW 80th, Oklahoma City, Oklahoma 73114.

Michael Marthaller, Mountain Conference, Box 88, USAF Academy, Colorado 80840.

Kennth Glover, Mid-Eastern Conference, P.O. Box 1834, Cincinnati, Ohio 45201.

Jimmy Godwin, Southeastern Conference, 4206 N. Highland, Kissimmee, Florida 32741.

John C. Harrison, Pacific Conference, 6024 Ellerslee Drive, Carmichzel, California 95608.

Rick Miller, Southern Conference, Hanson, Wayne, Miller & Associates, 5420 Interstate 55 No. - Suite C, Jackson, Mississippi 39211.

Daniel F. Poynter, Northeastern Conference, 48 Walker St., No. Quincy, Massachusetts 02171.

Michael E. Schultz, Eastern Conference, 5727 - 29th Ave. #304, W. Hyattsville, Maryland 20782.

Paul Tag, Western Conference, 4366 N. Radin, Tucson, Arizona 85705.

NATIONAL DIRECTORS:

John K. Singlaub, Chairman of the Board, H.Q., Project MASSTER, Ft. Fixed, Texas 76544.

Edward A. Fitch, Pæsident, 906 E. Southmore, Pasadena, Texas 77502.

Leon Potts, Vice President, 118 Hazlet, New Jersey 07730.

William H. Ottley, Secretary, 806 Fifteenth St., NW, Washington, D.C. 20005.

Jack Bergman, Tressurer, 6561 Bancroft Ave., St. Louis, Missouri 63109.

Art Armstrong, 407 Jackson, Taft, California 93268.

Loy Brydon, Qtrs. 8193, Ft. Lewis, Washington 98433.

Lyle Cameron, 13206 Raymond, #21, Gardena, California 90247.

John J. Cleary, 134 N. LaSalle St., Rm. 204, Chicago, Illinois 60602.

Stuart B. McCurdy, Box 55, 555th TAC Fighter Sqd., APO San Francisco, CA 96237.

Gary Patmor, 6705: Woodmore Oaks Dr., Orangevale, California 95662.

Gordon E. Riner, RR. #2, Box 306 E, Millsboro, Delaware 19966.

EX-OFFICIO MEMSERS OF THE BOARD OF DIRECTORS:

Jacques A. Istel, Honorary President, P.O. Box 96, Orange, Massadhusetts 01364.

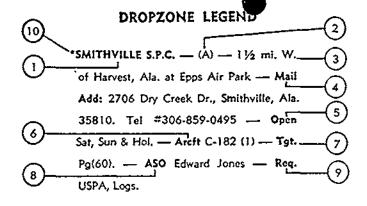
Brooke Allen, Executive Director, National Aeronautic Association, 80% 15th St. NW, Washington, D.C. 20005

Robert R. Farr, Chairman, European Parachute League, HQ USA Engr. Cmd., APO New York, NY 09757.

ADMINISTRATIVE STAFF:

Norman E. Heaton, Executive Director, P.O. Box 109, Monterey, California 93940.

Jerry Rouillard, Assistant Director and Director of the National Collegiate Parachuting League, P.O. Box 109, Monterey, Califernia 93940.



- 1. NAME OF DZ FACILITY
- TYPE OF OPERATION
 (A) Affilated Club, (N) Non-affiliated Club,
 (C) Commercial center, (M) Military club, (Unk) Unkown
- 3. LOCATION OF DZ
- MAILING ADDRESS
 —Often different than location address.
- OPERATING DAYS
 —"by arr." indicates operations at other times may be arranged.
- AIRCRAFT
 —Type followed by number of that type in parenthesis.
- 7. TARGET
 - ---Type: Pg---Pea gravel
 Sw---Sawdust
 Snd---Sand
 Drt----Dirt
 Open---Open field

Open-Open field; followed by diameter in feet.

- AREA SAFETY OFFICER
 —may be contacted for further DZ information.
- TRANSIENT JUMPER REQUIREMENTS
 — USPA current membership, Logs Logbooks will be checked, Med Medical statement necessary, Lic. Appropriate license will be needed for type of jump to be performed, Mil. I.D. Military Identification Card.
- *Indicates Dropzone has been visited by member of USPA HQ staff.

Certified Loft Rating Legend

- A-Packing and general maintenance (not including major repair, inspection, or overhaul). FAR 149.11(a)(1)
- B-Canopy overhaul. FAR 149.11(a)(2) C-Harness overhaul. FAR 149.11(a)(3)
- D-Metal parts and container overhaul. FAR 149.11(a)(4)

E-Drop testing, FAR 149.11(a)(5)

ALABAMA

USPA AFFILIATED CLUBS

FORT RUCKER Sport Proht. Club, P.O. Box 482, Fort Rucker 36360; (205) 598-6745

GULF COAST Prcht. Assn., P.O. Box 6241, Mobile 36606

HUNTSVILLE Sport Prcht. Club 2706 Dry Creek Dr., Huntsville 35810; (205) 859-0495

PANHANDLE Sport Prcht. Club, c/o Dodson — Rt. #1, Box 124A, Elberta 36530

DROP ZONES

CAIRNS ARMY AIR FIELD — (M/A) — Fort Rucker AL — Mail Add: Ft. Rucker S.P.C. (see Affiliated Club) Tel # (205) 255-2332 — Open. Sun — Arcft U-6A Mil — Tgt. Pg(60) — ASO Walter Seger — Reg. USPA, Logs, Mil I,D. (Active Duty Personnel Only)

*HUNTSVILLE S.P.C. — (A) — 1½ Mi W of Harvest, AL at Epps Air Park — Mail Add: (see Affiliated Clubs) Tel # (205) 859-0495 — Open. Sat., Sun., Hol & by arr — Arcft C-182 — Tgt. Pg (60) — ASO Chuck MacCrone — Req. USPA, Logs

PANHANDLE 5.P.C. — (A) — Alberta, AL — Mail Add: (see Affiliated Clubs) — Open. Daily — Arcft C-182 — Tgt. Sw (90) — ASO Frank Rickard — Req. USPA, Logs, Med

ROY E RAY AIRPORT — (A) Bayou LaBatre, AL — Mail Add: Gulf Coast Parachute Assn (see Affiliated Clubs) — Open. Sat, Sun, Hol & by arr — Arcft C-182 — Tgt. Pg (100) — ASO William Dodson — Req. USPA, Logs

AREA SAFETY OFFICERS

JOSEPH BESSIERE, 521 Rosewell Lane, Birmingham 35210, Tel. # (205) 595-2267 (Birmingham area)

CHARLES 'BUDDY' BLUE, 2417 Cunningham Dr., Opelika 36801, Tel. # 745-5529 (Montgomery, Birmingham, Opelika)

J. MIKE BROWN, USM Box 1327, Hattiesburg, MS 39401 (Mobile, AL & So. Miss.)

WILLIAM R. DODSON, see Florida (Florida Panhandle)

CHARLES MacCRONE, 3614 Vogel Drive NW, Huntsville 35810 Tel. # 852-0924 (Northern Alabama)

FRANK RICKARD, see Florida (South-Central AL and Florida Panhandle)

WALTER SEGER, 27 2nd Street, Wildwood Trailer Ct., Daleville 36322, Tel. # 598-6745 (Ft. Rucker)

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GENERAL AVIATION DISTRICT OFFICE (FAA)

Birmingham 35206: Muni. Arpt., 6500 43rd Ave., North Tel. 592-6371

ALASKA

USPA AFFILIATED CLUBS

GOLD NUGGET Skydivers, 208 - 7th Avenue, Fairbanks 99701; 452-5317

DROP ZONES

EAGLE RIVER P.C. — (N) — Eagle River Inn, Eagle River, AK — Mail Add: 4420 Emard #42, Anchorage, AK 99504 Tel # 333-8632 — Open. Sat, Sun. Hol & arr — Arcft C-195 — Tgt. Open — ASO John Vonesh — Req. Logs.

PIPPEL DZ — (N) — Eagle River, AK, approx. 14 Mi N of Anchorage — Mail Add: Para-Angels SPC, c/o John Vonesh, 2421 Lake Otis Pky, Anchorage AK 99504 Tel # 272-5278 — Open. Sat, Sun & by arr (May thru Sept Only) — Arcft C-185 — Tgt. Open — ASO John Vonesh — Req. USPA, Lic, Logs.

WRIGHT BROS. AIRSTRIP — (A) — North Pole, AK — Mail Add: Gold Nugget Skydivers (see Affiliated Clubs) Tel # 452-5317 — Open. Sat, Sun & by arr — Arcft C-180 — Tgt. Open — ASO Roy Woods — Req. USPA, Logs, Med (must take club written test to determine if training is necessary if no license)

AREA SAFETY OFFICERS

JOHN A. VONESH, 2421 Lake Otis Pkwy., Anchorage, 99504, Tel. # 272-5278 (Southern Alaska)

ROY WOODS, 208 7th Avenue, Fairbanks 99701, Tel. # 452-5317 (Alaska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Anchorage 99504: Safeway Hangar, Merrill Fld., 1714 E. 5th Ave.; Tel. 272-1324

CERTIFIED PARACHUTE LOFTS

Anchorage 99502: BUREAU OF LAND MANAGEMENT, 4700 East 72nd Street, A

Fairbanks 99701: BUREAU OF LAND MANAGEMENT, FIRE CONTROL STATION, 3½ Mile Airport Road, A|B|C|D|E



USPA AFFILIATED CLUBS

JOHNSTON'S Prcht. Team, 2416 Marshall Avenue, Phoenix 85015

SKY-HI PIONEERS, 6206 So. First Avenue, Phoenix 85041; (602) 276-9654

DROP ZONES

*SKY-HI PIONEERS — (A) — 40th St, 2 Mi N of Bell Rd, Phoenix, AZ — Mail Add: (see Affiliated Clubs) Tel # (602) 276-9654 — Open. Sat, Sun & by arr — Arcft C-205 — Tgt. Drt (800) — ASO Floyd Glover — Req. USPA, Logs, Med.

AREA SAFETY OFFICERS

FLOYD GLOVER, 4228 N. 18th St., Apt. A, Phoenix 85016, (Phoenix)

BOBBY G. McCLAIN, 2126 North 66th St., Scottsdale, 85257, Tel. # 946-7207 (Phoenix)

PAUL TAG, 4366 N. Radin, Tucson 85705, Tel. # 887-0775 (Tucson)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Phoenix 85034: 2800 Sky Harbor Blvd., Sky Harbor Arpt.; Tel. 261-4238

CERTIFIED PARACHUTE LOFTS

Marana 85238: INTERMOUNTAIN AVIATION, INC., Marana Air Park, A|B|C|D|E

ARKANSAS

AFFILIATED CLUBS

ARKANSAS Prcht. Club, John Goad-Cato Springs Rd., Fayetteville 72701; (501) 443-3622

AREA SAFETY OFFICERS

RON CARTER, see Tennessee (NE Ark., N. Miss., and W. Tenn.)

JOHN GOAD, Route 8, Fayetteville 72701, Tel. # 442-9214 (NW and Central Arkansas)

ROBERT POPE, Avondale Arms #105, Jonesboro 72401, Tel # 932-6700 (NE Ark. and Mo. tip)

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GENERAL AVIATION DISTRICT TICE (FAA

Little Rock 72202: Terminal Annex Bldg., Adams Fld.; Tel. FR 2-3437

CALIFORNIA

USPA AFFILIATED CLUBS

- (3) CALIFORNIA Prcht. Club, P.O. Box 1065, Livermore 94550; (415) 537-5644
 - CALISTOGA Sky Divers, Inc., P.O. Box 408, Calistoga 94515
 - CAMP PENDLETON Sport Prcht. Club, Gene Giles 1402 San Simeon, Oceanside 92054; (714) 757-8908 DIABLO Sky Divers, Inc., Antioch Airport, Antioch,
- 94509

 FORT ORD Sport Prcht. Club, P.O. Box 343, Ft. Ord, 93941; (408) 242-8531
- (E) IMPERIAL VALLEY Sport Profit, Club, NAF P.O. Box 1881,
- El Centro 42243

 Con LOS ANGELES Skydivers, Gross 908 E. Elk, Glendale
- 91205; (213) 246-0830

 (B) NAVY NORTH ISLAND Proht. Club, Spec. Services Ofc.,
- Bldg 650, NAS North Island, North Island, San Diego, 92135; (714) 442-3529
- PACIFIC COAST Sport Prichtst, 16438 Orizaba Avenue, Paramount 90723
 - SAN DIEGO Sky Divers, Humphries 536 Roselle Ave, El Cajon 92020; (714) 442-8514

DROP ZONES

- *ANTIOCH SPORT PRCHT. CENTER, INC. (C) Antioch CA Mail Add: Rt 1, 8ox 1186, Airport Way, Antioch CA 94509 Tel # (415) 757-2580 Open. Daily Arcft Twin Beech, Howard, C-182 (3) Tgt. Pg (100) ASO C. M. Solis Req. USPA, Lic, Logs, Med.
- BROWN FIELD (ROLLS FARM) (M/A) Brown Field, Chula Vista, CA Mail Add: Navy North Island P.C. (see Affiliated Clubs) Tel (714) 442-3529 Open. Sat, Sun Arcft Mil Tgt. Pg (45) ASO G. W. Gagliardi Req. USPA, Lic, Logs, Med, Mil I.D. (Active Duty Personnel Only).
- *CALIFORNIA P.C. (A) Hartmen & No Livermore Rd, Livermore, CA — Mail Add: (see Affiliated Clubs) Tel # (415) 537-5644 — Open. Sat, Sun, Hol & by arr — Arcft Aeronca Sedan, C-206 — Tgt. Pg (60) — ASO Joe Tiago Req. USPA, Lic (B qual), Logs, Med.

- *CALISTOGA SKY DIVERS, INC. (A) Calistoga, CA Mail Add: (see Affiliated Clubs) Tel # (707) 942-9994 Open. Sun & by zrr Arcft C-195 Tgt. Pg (60) ASO Gene Clark Req. USPA, Logs, Med.
- CHICO S.P.C. (N) 14 Mi N of Chico, Hwy 99E Mail Add: P.O. Box 3007, Chico, CA 95926 Tel # (916) 345-1142 Open. Sat, Sun, Hol & by arr Arcft C-182, C-172, Cher 6 Tgt. Pg (75) ASO Robert Scott Req. USPA, Logs.
- *FORT ORD S.P.C. (M/A) Fritsche Army Airfield, Ft. Ord, CA Mail Aid: (see Affiliated Clubs) Tel # (408) 242-6530 Open.Sat, Sun Arcft C-195 Tgt. Pg (90) ASO James K. Stoll Req. USPA, Logs, Mil. 1.D.
- IMPERIAL VALLEY S.P.C. DZ (A) 5 Mi E of Holtville on Norrish Rd. /Nail Add: (see Affiliated Clubs) Tel # (714) 353-1808 Open. Sat, Sun, Hol & by arr Arcft Aero Commander 1000 Tgt. Snd (300) ASO Charles R. Hill Req. USPA Logs, Med.
- *SAN DIEGO SCHOOL OF SPORT PARACHUTING (C) Lakeside, CA Mail Add: 8283 Billy Mitchell, Santee CA 92071 Tel (714): 443-1160 Open. Sat, Sun, Hol & by arr Arcft V777, C-185 Tgt. Pg (30) ASO Don Humphries Req. USPA, Lic, Logs, Med.
- *SKYLARK PARACENTER (C) Elsinore, CA Mail Add: Skylark Aviation, Rt. 2, Box 501, Elsinore CA 92330 Tel # (714) 674-2500 Open. Daily (except Tues) Arcft C-180; Howard (3), Twin Beech (2) Tgt. Pg (60) ASO Larry, L. Perkins Req. USPA, Logs, Med (for CA residents).
- *TAFT SCHOOL OFSPORT PARACHUTING (C) Taft, Kern Co. Airport #2, CA — Mail Add: 500 Airport Rd., Taft, CA 93268 Tel # (805) 765-6159 — Open. Daily — Arcft C-180, C-185, Twin Beech — Tgt. Pg (60) — ASO Arthur E. Armstrorg — Req. USPA, Logs, Med.
- *TRAVIS AFB S.P.C.DZ (N) Yolo County International Arpt Mail Add: Travis AFB SPC, c/o SMSgt. Geo. Morar, 302 Ellsworth Avenue, Travis AFB, CA 94535 Tel # (707) 4374841 Open. Sat, Sun & by arr. Arcft C-182 Tgt.Pg (90) ASO J. C. Harrison Req. USPA, Logs.

AREA SAFETY OFFICERS

- ART ARMSTRONG, 601 Lucard, Taft 93268, Tel. # 763-3201 (Taft)
- FRANK CARPENTER, 1408 Manhattan Avenue, Manhattan Beach 91266 (Los Angeles)
- RONALD DEATON, 2210 Shiloh, Ft. Irwin 92311, Tel. # 7-2132 (Ft. 'hwin)
- GENE M. GAGLIAIDI, 9230 Irvington Ave., San Diego, 92123 Tel. # 2077-4113 (U.S.N. Coronado)

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GENE S. GILES, 1402 San Simeon, Oceanside 92054, Tel. # 722-4681 (Camp Pendleton)

CHARLES R. HILL, 1714 Ross Ave., El Centro 92243, Tel. # 353-0365 (El Centro)

DONALD HUMPHRIES, 536 Roselle Avenue, El Cajon 92021, Tel # 422-8514 (San Diego)

RICHARD JAEGGI, 17572 Newark Circle, Santa Ana 92705, (Lancaster)

GARY MILLS, 328 Oleander Ave. Bakersfield 93304,
Tel. # 323-0415 (Bakersfield)

ROBERT PALMERI, 24516 N. Canyon Drive, Quail Valley 92380 (Perris)

LARRY PERKINS, Route 2, Box 501, Elsinore 92330, Tel. # 674-4045 (Elsinore)

FRANK L. BINFORD, P.O. Box 655, Lincoln 95648, Tel. # 645-2555 (Lincoln)

RON BODINE, 547 W. Scott, Clovis 93612 (Fresno)

FRANCIS 'GENE' CLARK, 26' Avian Dr., Apt. D, Vallejo 94590, Tel. # 642-5085 (Calistoga)

JOHN C. HARRISON, 6024 Ellerslee Drive, Carmichael 95608, Tel. # 966-2404 (Sacramento)

ROBERT A. HODGES, 2784 Freeport Blvd., Sacramento 95818, Tel. # 447-1840 (Comanche Lake - Jackson)

JAMES McGLYNN, 134 Mile Road, Fremont 94538 (San Jose - Monterey, Los Banos)

ROBERT B. SCOTT, 381 1/2 E. 5th Avenue, Chico 95926 (Chico)

CLARENCE SOLIS, 27805 Andrea St., Hayward 94544 (Antioch)

JAMES K. STOLL, Prev. Med. Div., USAH, Ft. Ord 93941, Tel. # 242-4718 (Ft. Ord and Lemoore NAS)

JOSEPH TIAGO, P.O. Box 36, Banta, CA 95304 (Banta)

WALLY YOUNG, 2726 Park Blvd., Apt. A, Oakland 94606, Tel. # 444-5313 (San Francisco, Oakland, San Jose)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Fresno 93727: FAA Bldg., Suite 1-B, Fresno Air Terminal; Tel. 251-6056

Long Beach 90806: Muni Arpt., 2815 E. Spring St.; Tel. 426-7134

Los Angeles: Suite 3, Muni. Arpt., 3200 Airport Ave., Santa Monica, Calif. 90405; Tel. 391-6701

Oakland 94614: Box 2397, Oakland Intl. Arpt.; Tel. 569-8879

Ontario 91761: Admin. Bldg. Annex, Intl. Arpt.; Tel. 984-2411 Sacramento 95822: Muni, Arpt.; Tel. 449-3169

San Jose: 1387 Airport Boulevard Tel. 286-2525

San Diego 92111: 7841 Balboa; Tel. 293-5280

Van Nuys 91406: Van Nuys Arpt., 16700 Roscoe Blvd.; Tel. ST 5-8624

CERTIFIED PARACHUTE LOFTS

El Monte 91733: PARANETICS, INC. 9723 Factorial Way, A|B|C|D|E

San Leandro 94578: SECURITY PARACHUTE CO., 295 West 141 Avenue, A|B|C|D|E

Elsinore 92330: SKYLARK AVIATION, Route 2, Box 501, A[B[C]D

Oakland : STEVENS PARA-LOFT, Building 727, Oakland International Airport, A|B|C|D|E

Redding 96001: U.S. FOREST SERVICE, NORTHERN CALIFORNIA SERVICE CENTER, Airport Road, A|B|C|D|E

COLORADO

USPA AFFILIATED CLUBS

COLORADO STATE UNIV. Sport Prcht. Club, Box 304 Activities Center, Ft. Collins 80521; (303) 482-1784

U.S. AIR FORCE ACADEMY Proht. Team, Proht. Div. - Cadet Airman Dept., USAFA 80840

DENVER Sport Prcht. Club, Ron Tormblom - 2900 Webster, Denver 80215

DROP ZONES

*AIR FORCE ACADEMY DROP ZONE — (A) — U. S. Air Force Academy — Mail Add: (see Affiliated Clubs) — Open. Daily — Arcft C-206 & Mil — Tgt. Pg (60) — ASO William K. Wailes — Req. USPA, Logs, Med, Lic, Mil I.D.

MEADOWLAKE — (C) — Meadowlake Airport, 2 Mi E Falcon, Colorado, 15 Mi E Colorado Springs — Mail Add: Box 88, Colorado Springs, CO 80840 Tel # (303) 683-2541 — Open. Sat, Sun, Hol & by arr — Arcft C-185 — Tgt. Pg (30) — ASO M. H. Marthaller — Req. USPA, Logs, In date Reserve (Gear will be checked).

VALLEY VIEW SKYDIVERS — (N) — 6 Mi E, 2 Mi S of Greeley, CO — Mail Add: P.O. Box 1113, Greeley, CO Tel # (303) 352-6701 — Open. Sun & by arr — Arcft C-185 — Tgt. Pg (25) — ASO Jerold D. Wing — Req. Logs, Waiver.

WESTERN STATE S.P.C. — (N) — 2 Mi S or Gunnison Airport, Gunnison, CO — Mail Add: WSCSPC, c/o Student Union, Gunnison, CO 81230 — Open. Sat, Sun & by arr — Arcft C-180 — Tgt. Open — ASO Bill Wailes — Req. USPA, Logs.

AREA SAFETY OFFICERS

- LUD J. LINCOLN, 490 Dayton, Apt. 8, Aurora 80010, Tel. 364-5490 (Denver)
- MICHAEL MARTHALLER, Box 88, USAF Academy, CO 80840, Tel. # 683-2541 (Southern Colorado)
- WILLIAM K. WAILES, 1133 Pleasant, Apt. 113, Boulder 80302, Tel. # 422-8949 (Colo., except Ft. Collins and Greeley)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Denver: FAA Bldg., Jefferson Co. Arpt., Broomfield, Colo. 80020; Tel. 466-7326

CERTIFIED PARACHUTE LOFTS

USAF Academy 80840: USAF ACADEMY PARACHUTE LOFT, A|B|C|D|E

CONNECTICUT

USPA AFFILIATED CLUBS

CONNECTICUT PARACHUTIST, Inc., P.O. Box 953, Manchester, 06040

DROP ZONES

ELLINGTON AIRPORT, INC. — (A) — Rt #3 Ellington CT — Mail Add: Connecticut Parachutists (see Affiliated Clubs) Tel # (413) 736-9062 — Open, Sat, Sun, and Hol — Arcft C-172 — Tgt. Pg. (30) — ASO Richard Barber — Req. USPA, Logs

MONROE AIRPORT — (N) — 12 Mi N of Bridgeport Arpt, Monroe CT — Mail Add: Monroe Skydivers, Moose Hill Rd, Monroe CT Tel

(203) 268-9272 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (50) — ASO Vincent Chesto — Req. USPA, Logs, Equipment

AREA SAFETY OFFICERS

- RICHARD BARBER, Box 327, Middle Rd., Ellington 06029, Tel. # 872-0652 (NE Conn.)
- VINCENT CHESTO, Candlewood Shores, Brookfield, CT . 06804, Tel. # 775-2928 (Fairfield, New Haven Counties)



USPA AFFILIATED CLUBS

DELAWARE Sport Prcht, Assn., D. Young - 310 Gilberta, Newark 19711; (302) 798-7902

AREA SAFETY OFFICERS

- GORDON H. ALLEN, 7501 Riverdale Rd. # 2013, New Carrollton, MD 20784, Tel. # 459-5563 (Maryland) Also see: Virginia
- COL. JOHN W. FRYE, 5405 Duke St. #608, Alexandria, VA 22304 Tel. # 751-2074 (N. Va., D.C., S. Md. military)
- LARRY PARMER, 10179 Iron Gateway, Mannassas, VA 22110, (N. Va. D.C. and S. Md.)
- MICHAEL SCHULTZ, 5727 29th Avenue #304, W. Hyattsville, MD 20782, Tel. # 559-2295 (Maryland)

DISTRICT OF COLUMBIA

USPA AFFILIATED CLUBS

PELICAN Sky Divers, Inc., 2501 Que St. SW, Washington, DC 20020; (301) 459-5563

FLORIDA

USPA AFFILIATED CLUBS

- BEACHCOMBERS Sport Proht. Club, P.O. Box 372, Ft. Walton Beach 32548
- FALLING STARS Sport Proht. Club, Inc., P.O. Box 643, Cocoa Beach 32931; (305) 867-3521
- GATOR Skydivers, 2502 NE 11th St., Gainesville 32601; 372-2645
- GOLF COAST Skydivers, 441 NW 37th St., Ft. Lauderdale 33313
- HURLBURT Sport Prcht. Club, Box 1125 Eglin Aux Fld # 9, Eglin AFB 32544
- MISSION VALLEY Skydivers, Inc., Duffy Nathan Postal Drawer "P," Satasota 33578; (813) 958-3668
- PARAGATORS, Inc., 2910½ W. Patriot (Airport), Kissimmee 32741
- STRIKE COMMANDOS, P.O. Box 4292 C.S.E., MacDill AFB 33608
- RANGERS Prcht. Gub, P.O. Box 13136, Tampa 33611

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DROP ZONES

AERIAL CIRCUS DROP ZONE — (N) — N Congress Ave, Delray Beach, FL — Mail Add: P. O. Box 1823, Delray Beach, FL 33444 Tel # 276-5873 — Open. Sat, Sun and by arr — Arcft C-170 — Tgt. Sw (35) — ASO Paul Poppenhager — Req. Logs

*DELAND SPORT PARACHUTE CENTER — (C) — Deland Municipal Airport, Deland FL — Mail Add: Rt #2, Box 594, Deland, FL 32720 Tel # 985-4109 — Open. Daily — Arcft C-170, C-180 — Tgt. Pg (80) — ASO Gary Dupuis — Req. USPA, Logs.

FALLING STARS S.P.C. — (A) — Green Airport, Rock-ledge, FL — Mail Add: (see Affiliated Clubs) Tel # (305) 632-3853 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (80) — ASO Thomas Goodin — Req. USPA, Logs, Equipment.

GATOR SKYDIVERS — (A) — Stiengle Field Airport on The Archer Rd, Gainesville, FL — Mail Add: (see Affiliated Clubs) Tel # 372-2645 — Open. Sat and by arr — Arcft C-180 — Tgt. Sw (30) — ASO Harold Stewart — Reg. USPA, Logs

MIAMI SKYDIVING CENTER — (C) — Call Miami 691-0283 for address — Mail Add: 1461 NW 91st St, Miami, FL 33147 Tel # 691-0283 — Open. Sat, Sun, Hol and by arr — Arcft C-172, C-180 — Tgt. Pg (30) — ASO Robert Bowen — Req. USPA, Logs (Unlicensed jumpers must make an evaluation jump)

PARAGATORS, INC. — (A/C) — Kissimmee, FL — Mail Add: (see Affiliated Clubs) Tel # 847-9989 — Open. Daily — Arcft C-172, C-182 — Tgt. Pg (50) — ASO Jimmy Godwin — Req. Logs, Lic, Med

RANGERS ENTERPRISES — (A) — Bartow Airport, Bartow, FL — Mail Add: Rangers Prcht. Club (see Affiliated Clubs) — Open. Wed, Sat, Sun & by arr — Arcft C-182 C-180, C-172 — Tgt. Pg (50) — ASO Jimmy Godwin — Req. Logs

*SOUTH FLORIDA PARACHUTE, INC. — (C) — Circle T Ranch Airport — Mail Add: P. O. Box 246, Indiantown, FL 33456 Tel # (305) 597-2736 — Open. Tues, Thur, Sun and by arr — Arcft C-182, C-195, Howard — Tgt. Sw (75) — ASO Paul J. Poppenhager — Req. Logs

ZEPHYRHILLS PARACHUTE CENTER, INC. — (C) — Municipal Airport, Zephyrhills, FL (30 Mi NE of Tampa) — Mail Add: P. O. Box 1101, Zephyrhills, FL 33599 Tel # (813) 782-2918 — Open. Daily — Arcft C-182, C-196 — Tgt. Pg (70) — ASO Ronald G. Shott — Req. Logs

AREA SAFETY OFFICERS

WILLIAM DODSON, Rt. 1, Box 124A, Elberta, AL 36530 (NW FL Panhandle)

GARY DUPUIS, RR #2, Box 594, Deland 32720 (Deland)
JIMMY F. GODWIN, 4206 N. Highland, Kissimmee
32741, Tel. #847-9989 (Orlando)

TOM GOODIN, 310 Yuma Drive, Indian Harbor Beach 32935, Tel. #773-2439 (Indian River on coast)

DON HOWLE, 2322 Brest Road, Jacksonville 32216 (Jacksonville)

MALCOM NATHXW, 2103 Reynolds, St., Sarasota 33581 (Sarasota)

PAUL POPPENHAGER, P.O. Box 246, Indiantown 33456, Tel. # 597-2736 (Southern FL)

FRANK RICKARD, Box 372, Ft. Walton Beach 32548, Tel. # 661-7910 (Fla. Panhandle and South-Central Alabama)

RONALD G. SCHOTT, P.O. Box 17038, Tampa 33612, Tel. # 949-6661 (Tampa)

JOHN F. SHEPPATO, 3602 Hershel, Jacksonville 32205, Tel. # 388-7009 (Jacksonville)

HAROLD STEWART, 2502 NE 11th St., Gainesville 32601, Tel. #372-2645 (Gainesville)

GENERAL AXIATION DISTRICT OFFICE (FAA)

Jacksonville 32202: P.O. Box 35007; Tel. 791-2646 Miami: Bldg. 121,Opa Locka Arpt., P.O. Box 365, Opa Locka, Fla. 33054; Tel. 681-7431

Petersburg 39/32: St. Petersburg-Clearwater Arpt.;
 Tel. 526-3182

GEORGIA

UDA AFFILIATED CLUBS

FT. BENNING Spot Prcht. Club, P.O. Box 1528, Ft. Benning 31905

FT. STEWART Spot Prcht. Club, P.O. Box 272, Hinesville 31313; ((9.2) 767-2115

GEORGIA TECH Sport Prcht. Club, c/o Dinnis - P.O. Box 33166, GeorgiaTech, Atlanta 30601; (404) 837-4211.

NORTH GEORGIAPrcht. Assn., Atlanta, 30324 (See Rick Valley - ASO.listing)

DROP ZONES

FRYAR FIELD DROI ZONE — (M/A) — Ft. Benning, GA — Mail Add: Ft. Benning SPC (see Affiliated Clubs) Tel # 545-4847 — Open.Sat, Sun and by arr — Arcft C-182 C-172 and Mil — Igt. Pg (60) — ASO Leonard Hester — Req. Logs, Med, Mil I.D.

GEORGIA PARATHUTING INC. — (C) — Montezuma Airport, Montezuma, GA — Mail Add: c/o Rhuedolph Adams, Cardinal Drive, Perry GA 31069 Tel # (912) 987-3740 — Open Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Sw (60) ASO Bob Deen — Req. USPA, Logs, Lic, Med

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NORTH GEORGIA PARACHUTING ASSN. — (A) — Cline Airport Approx 4 Mi N of Cartersville, GA — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt. Sw (30) — ASO Rick Valley — Req. USPA, Logs

UNION HILL SKY-DIVING CLUB — (N) — Cochran GA — Open. Mon, Sun and by arr — Arcft C-172, C-182 — Tgt. Sw (25) — ASO Bob Deen — Req. USPA, Logs

AREA SAFETY OFFICERS

JAMES R. ANDERSON, Box 649, Marietta 30060 (Central Ga.)

ROBERT D. DEEN, P.O. Box 319, Byron 31008 (Macon)

SMAJ. ED RECTOR, 44 Strong Avenue, Ft. Stewart 31313, Tel. # 767-4690 (Ft. Stewart)

DAVIS C. SIMS, Rt. 3, Box 130A, Fitzgerald 31750, Tel. # 423-9427 (Southern Ga.)

RICHARD H. VALLEY, 1110 Balsan Place, Forest Park 30050 (Atlanta)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Atlanta 30336: FAA Bldg., Fulton Co., Arpt.; Tel. 344-3033

CERTIFIED PARACHUTE LOFTS

Jonesboro 30236: PLUNKETT PARACHUTE SERVICE, 103 Lake Jodeco Drive, A|B|C|D

HAWAII

USPA AFFILIATED CLUBS

KANEOHE MARINE Sport Prcht. Club, "Crosswinds" Del Monte Fields, Oahu

AREA SAFETY OFFICERS

GERALD L. CRUZ, 619 MASS, CMR 2, Box 1955, APO San Francisco 96533, Tel. # 422-6242 (Oahu)

FRANCISCO PANTOHAN, 99-669 Hulumanu St., Halawa Hills, Aiea 96701 Tel. # 488-9167 (Hawaii)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Honolulu 96819: Rm. 715, John Rodgers Terminal Bldg., Honolulu Intl. Arpt.; Tel. 814-829

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IDAHO

USPA AFFILIATED CLUBS

ALATE Proht. Club, P.O. Box 273, Boise 83701 CHANDELLE Sport Proht. Club, P.O. Box 332, Blackfoot 83221; (208) 785-3234

DROP ZONES

CHANDELLE S.P.C. — (A) — Pocatello Airport, Pocatello, ID — Mail Add: & Affiliated Clubs) Tel # 233-6771 — Open. Sat, Sun and by arr — Arcft C-180, Cher 6 — Tgt. Pg (20) — ASO Ron Felsted — Req. USPA, Logs

*FLOATING FEATHER AIRPORT — (C/A) — 8 Mi W of Boise off Hwy 115 — Mail Add: Alate Parachute Club (see Affiliated Bubs) Tel # 343-8375 — Open. Sat, Sun, Hol and byær — Arcft C-180 — Tgt. Pg (60) — ASO Wally Benton —Reg. USPA, Logs

AREA SAFETY OFFICERS

WALTER BENTON 2812 Montevista Drive, Boise, 83706, Tel. # 343-7645 (Idaho)

RONNIE FELSTED, Box 9, Blackfoot 83221, Tel. # 785-3817 (Southeast Idaho)

EMMETT FLOREA, see Washington

GENERAL XVIATION DISTRICT OFFICE (FAA)

Boise 83705: 3113 Arpt. Way.; Tel. 342-2711

ILLINOIS

USPA AFFILIATED CLUBS

THE GREATER ST.LOUIS Proht. Club, Greenville Airport, Greenville Airport, Greenville 62246; (614) 647-5660

ILLINOIS STATEUNIV. Sport Prcht. Club, Ed Francis -715 W College; Normal 61761; (309) 452-5809

JOLIET Skydiving Club, 904 Lilac Lane, Joliet 60435; (815) 725-0795

ROCK RIVER VALLEY Skydivers, Inc., 506 West Avenue, Sterling 61081; (815) 625-4102

SOUTHERN ILLINOIS UNIV. Sport Prcht. Club, P.O. Box 962, Carbondie 62901; (618) 549-6736

UNIV. OF ILLINOS Sport Prcht. Club, 284 Illini Union, Champaign 6'801

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DROP ZONES

ARCHWAY SPORT PARACHUTE CENTER — (C) — Hunter Field, Sparta IL — Mail Add: Hunter Field, Sparta, IL — Open. Sat, Sun, Hol (except Christmas, Thanksgiving, and New Year) — Arcft C-172, C-182 — Tgt. SW (60) — ASO Larry Prather — Req. USPA, Logs

*BASTIAN AIRPARK PARACHUTE CENTER — (C) — 2½ Mi W of Hinckley, IL on US Rt 30 — Mail Add: RR #1, Hinckley, IL 60520 Tel # (312) 897-6640 — Open. Sat, Sun, Wed, Hol and by arr — Arcft C-182, C-180 — Tgt. Pg (54) — ASO Rick Olchovick — Req. USPA, Logs, Lic

*GREATER ST. LOUIS P C — (A) — Greenville Airport, Greenville, IL — Mail Add: (see Affiliated Clubs) Tel # (314) 647-5660 — Open. Sat, Sun, Hol — Arcft C-182 — Tgt. Pg (60) — ASO Robert Pape — Req. USPA Logs, Med.

ILLINOIS VALLEY PARACHUTING CLUB — (N) — Old Pekin Airport, 3 Mi S of Pekin on 5th St Rd — Mail Add: 1114 So 8th St, Pekin IL 61554 Tel # (309) 346-0552 — Open. Sat, Sun and by arr — Arcft C-170, Howard — Tgt. Pg (150) — ASO Jack Tillman — Req. USPA, Logs

JOLIET SKYDIVING CLUB — (A) — ½ Mi N of junction 1-55 and 1-80, Joliet, IL — Mail Add: (see Affiliated Clubs) Tel # (815) 725-0795 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (75) — ASO James Shannon — Req. USPA, Logs

MIDSTATE PARACHUTE & PROMOTION CO. — (C) — 2½ Mi E of Rt 51, Wapella, IL — Mail Add: 207 Webster, Clinton, IL 61727 Tel # 935-2430 — Open. Wed, Sat, Sun and by arr — Arcft C-172 — Tgt. Pg (70) — ASO Bob Sprague — Req. USPA, Logs

ROCK RIVER VALLEY SKYDIVERS, INC. — (A) — Cady Airport, 5 Mi S of Whiteside Co Airport — Mail Add: (see Affiliated Clubs) Tel # (815) 625-4102 — Open. Sat, Sun, and by arr — Arcft C-172 — Tgt. Pg (50) — ASO Jack Tillman — Req. USPA, Logs, Lic, Med.

SKYMART DZ — (C/A) — Chicago-Hamond Airport, Lansing, IL — Mail Add: Gold Puppets Skydiving Club (see Affiliated Clubs) Tel # (312) 474-6073 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (80) — ASO Rick Olchovick — Req. USPA, Logs

UNIVERSITY OF ILLINOIS S.P.C. — (A) — Flessner's Field, SE of Urbana, 5 Mi off US 45 on Royal Road — Mail Add: (see Affiliated Clubs) — Open. Sat and Sun — Arcft C-172 — Tgt. Open — ASO Bob Sprague — Req. USPA, Logs.

AREA SAFETY OFFICERS

BEN LAYCSAK, 10201 S. 86th Terr., Palos Hills 60465, (E. Ill., and Gary, Ind.)

CHARLES MONTAGUE, 3102 Ridgewood St., Champaign, 61820 (Eastern Illinois)

OLDRICH OLCHO 1523 South 58th Court, Cicero 50, IL 60650 Tel. ± 656-4443 (Chicago)

LARRY J. PRATHER, 2 Kool Valley Dr., Sparta, III. 62286, Tel. # 443-2818 (Southern Illinois)

LEON SOMERS, see Wisconsin (Lake Geneva, Wisc.)

ROBERT SPRAGUE, 207 W. Webster, Clinton, III. 61727, Tel. # 935-2435 (Central Illinois)

JACK TILLMAN, 114 South 8th St., Pekin, 61554, Tel. # 346-0552 (Peoria)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Chicago: P.O. Box 337, DuPage Co. Arpt., West Chicago 60185: Tel. 584-4490

Springfield 67205: P.O. Box 197; Tel. 525-4238:

CERTIFIED PARACHUTE LOFTS

Lebanon: FLYING "L" PARACHUTE LOFT, Flying "L" Airstrip, A

Chicago 60641: LAND OF LINCOLN SKY DIVERS, INC., 4358 N. Milwaukee Ave., A|B|D|E

Chicago 60640: PARA-GEAR EQUIPMENT CO., 5138 N. Broadway, AJB|C|D|E

Savoy 61874: UNIVERSITY OF ILLINOIS, INSTITUTE OF AVIATION, University of Illinois Airport, A

INDIANA

USPA AFFILIATED CLUBS

GOLDEN PUPPETS Skydiving Club, 1314 Dakota St., Gary 46403; (219) 938-7241

INDIANAPOLIS SKYHAWKS Prcht. Club, Inc., P.O. Box 33164, Indianapolis 46203

TRI-STATE Sport Prcht. Club, 7th & Iowa Sts., Holland 47541; (812) 536-3961

DROP ZONES

INDIANAPOLIS SKYHAWKS — (A) — Combs Field, Lebanon IN — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (30) — ASO Tommy Drake — Req. USPA, Logs.

TRI-STATE S.P.C. — (A) — 12 Mi W of Owensboro KY on US 60 — Mail Add: (see Affiliated Clubs) Tel # (812) 536-3961 — Open Sun, Hol. and by arr — Arcft C-175 — Tgt. Pg (100) — ASO Leo Hernandez — Req. USPA, Logs



TOMMY C. DRAKE, 3948 Chateau Drive, Indianapolis 46226, Tel. # 898-1551 (Central Indiana)

JOHN EIFF, P.O. Box 134, Plymouth 46563, Tel. # 936-9206 (South Bend, Hammond, Gary)
Gary)

JOHN FINDLEY, 3117 South Rogers St., Bloomington 47401, Tel. # 339-0225 (Couth-Central Indiana)

A. D. HAND, 3904 Newport Avenue, Apt. I, Ft. Wayne 46805, (Ft. Wayne and Bryan, OH)

LEO HERNANDEZ, 106 Iroquois Dr., Evansville 47715, Tel. # 476-2134 (Evansville)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Indianapolis 46241: FFA Bldg. No. 1, Muni. Arpt.; Tel. CH 4-2473

South Bend 46628: St. Joesph Co. Arpt.; Tel. CE 2-5843

CERTIFIED PARACHUTE LOFTS

DANVILLE 46122: AARON HARVEY GOODWIN d/b/a GOODWIN PARACHUTE LOFT, 148 North High Street, A|B|C|D

IOWA

USPA AFFILIATED CLUBS

IOWA STATE Sport Prcht. Club, Box 1163, I.S.U. Station, Ames 50010

JUMPMASTERS, Inc., R.R. # 2, Marion 52302; (319) 363-9970

DROP ZONES

FAIRFIELD MUNICIPAL AIRPORT — (N) — Fairfield IA — Mail Add: Parsons Sharpchuters, Parsons College, IA 52556 — Open. Sat and Sun — Arcft C-180 — Tgt. Open —ASO James Delap — Req. USPA, Logs

JEFFERSON AIRPORT — (N) — 1 Mi E of Jefferson IA on old Hwy 30 — Mail Add: Central Iowa Skydivers, 820 16th St West Des Moines, IA 50265 Tel # (515) 277-9644 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Drt — ASO Dennis Hayes — Req. USPA Logs, Lic.

JUMPMASTERS, INC. SPORT PARACHUTE CENTER — (C) — Marion Airport, Marion, IA — Mail Add: c/o Mac Aire Flying Service, Rt #2, Marion IA 52302 Tel # (319) 377-7500 — Open. Daily — Arcft C-175 — Tgt. Sw (50) — ASO Edward West — Req. USPA, Logs, Lic.

KEOKUK FALLING STARS — (N) — Keokuk Airport, 5 Mi N Keokuk IA — Mail Add: 1818 Main, Keokuk, IA Tel # 524-1815 — Open. Sun and by arr — Arcft C-172 — Tgt. Sw (100) — ASO Jack Tillman — Req. USPA, Logs, Lic.

NEW HAMPTON/DECORAH AIRPORT — (UNK) — New Hampton IA — Mail Add: David V Goodsell, RR #1, Denver IA 50622 Tel # (319) 984-5320 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Open

AREA SAFETY OFFICERS

JAMES DELAP, RR # 1, Aledo 61231 (Muscatine)
DENNIS P. HAYES, 820 16th St., West Des Moines
50265 (Iowa)

EDWARD WEST, 1015 Brockman Dr. SE, Cedar Rapids 52403, Tel. # 364-6833 (Northwest Iowa)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Des Moines 50321: Rm. 132, Admin. Bldg., Muni, Arpt.; Tel. 284-4094

KANSAS

USPA AFFILIATED CLUBS

FOR LEAVENWORTH Sport Prcht. Club, P.O. Box 97, Ft. Leavenworth 66027

KANSAS STATE UNIV. Sport Prcht. Club, Activities Center, Student Union, Kansas State Univ., Manhattan 66502; (913) 776-8065

DROP ZONES

FT LEAVENWORTH S.P.C. — (M/A) — Sherman Army Airfield, Ft. Leavenworth, KS — Mail Add: (see Affiliated Clubs) — Open. Sun and by arr — Arcft Mil — Tgt. Pg (42) — ASO Joseph T. Thomas — Req. Logs, Lic, Mil I.D. (Active Duty Personnel Only)

KONITZ — (N) — 2 Mi SW of Edgenton KS — Mail Add: Danny Payne, 4704 E 113 St, Kansas City, MO Tel # SO1-2155 — Open. Sun and by arr — Arcft C-180 — Tgt. Sw (80) — ASO Joe Thomas — Req. USPA, Logs

TRI-CITY AIRPORT — (N) — Parsons, KS — Mail Add: KSC Skydivers, c/o Student Union, Pittsburg KS 66762 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Open — ASO Joseph Thomas — Req. USPA, Logs

AREA SAFETY OFFICERS

GERALD E. LITTLE, 103 West Aley, Wichita 67204, Tel. # 838-8773 (Central and Western Kansas)

DAVID SNYDER, Miller Trailer Court, 100 N. Ash, Wamego 66547 (Central)

LTC JOSEPH THOMAS, 19 5th Artillery Road, Ft. Leavenworth 66027 (Topeka and vicinity)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Kansas City 66115: 2nd Flr., Admin. Bldg., Fairfax Arpt.; Tel. 374-3767

Wichita 67209: Flight Standards Bldg., Muni. Arpt.; Tel. WH 3-3244

KENTUCKY

USPA AFFILIATED CLUBS

FOR CAMPBELL Sport Prcht. Club, Ft. Campbell 42223 KENTUCKY Prcht. Assn., L. Robertson - 2117 Dahlia Ave., Louisville 40205; ((502) 454-5162

DROP ZONES

GREEN COUNTY SPORT PARACHUTE CENTER, INC. — (C) — Airport Rd, Bardstown, KY — Mail Add: Rt. #5, Monroe-Siding Rd, Xenia, OH 45385 Tel # 372-6116 — Open. Sat, Sun and by arr — Arcft C-180(2) — Tgt. Pg (60) — ASO Ron Adams — Req. Logs

HAPPY GO LUCKY RANCH — (N) — Newman KY — Mail Add: Danny J. Boyer, 7th and Iowa St, Holland, IN 47541 Tel # 764-1411 — Open. Sun and by arr — Arcft C-175 — Tgt. Pg (100) — ASO Leo Hernandez — Reg. USPA, Logs, Lic, Med.

TAYLOR COUNTY AIRPORT — (A) — Campbellsiville, KY — Mail Add: Kentucky Prcht Assn. (see Affiliated Clubs) — Open. Sat and Sun — Arcft C-172 — Tgt. Sw (50) — ASO Bob Eves — Req. USPA, Logs

AREA SAFETY OFFICERS

RONNIE ADAMS, 87 Ramona Drive, Fairborn Ohio 45324 (Springfield Bondstown, Kentucky)

MIKE KREMAR, Route 6, Cumberland Hts, Clarksville, Tenn. 37040, Tel. # 647-4941 (Ft. Campbell, Kentucky)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Louisville 40205: Admin. Bldg., Bowman Fld.; Tel. 451-2930 LUISIANA

USPA AFFILIATED CLUBS

DELTA Skydivers, Inc., 1418 Audubon St., New Orleans 70118

ENGLAND AFB Sport Prcht. Club, P.O. Box 2023, England AFB 71301

DROP ZONES

FT. POLK S.P.C. — (N) — Beauregard Parish Arpt, Deridden LA — Mail Add: Box 9, Ft. Polk, LA Tel # 578-5550 — Open. Daily — Arcft C-170, C-182, Howard — Tgt. Pg (35) — ASO Mike Marcon — Req. USPA, Logs, Lic, Med.

LA. TECH DROP ZONE — (N) — (Tech Farm) Ruston, Louisiana — Mail Add: Box 6514, Tech Station, Ruston, LA 71270 — Open. Sat, Sun and by arr — Arcft Cher 6 — Tgt. Sw (40) — ASO George Trousdale — Req. USPA, Logs, Lic

SOUTHERN PARACHUTE CENTER, INC. — (C) — Covington-Vincent Airport, Covington, LA — Mail Add: P. Ö. Box 1314, Covington, LA 70433 Tel # (504) 892-6311 (day), (504) 892-0227 (night) — Open. Daily — Arcft Howard C-170, C-180 — Tgt. Pg. (50) — ASO Leon Riche — Req. USPA, Logs.

AREA SAFETY OFFICERS

HENRY M. CONNER, 1706 N. Cutting Avenue, Jennings 70546 (Southwest Louisiana)

JAMES A. HOWEL, 4704 B Daoust Dr., Alexandria, 71301, Tel. # 442-4013 (England AFB and area)

FRITZ JACKSON, Box 50144, New Orleans 70113, Tel. # 837-3400 (New Orleans)

LEON RICHE, JR., P.O. Box 1314, Covington 70433 (Southeast Louisiana)

GENERAL AVIATION DISTRICT OFFICE (FAA)

New Orleans 70126: Rm. 227, Admin. Bldg., New Orleans, Lakefront Arpt.; Tel. 944-6706

Shreveport 71107: Rm. 202, Admin. Bldg., Downtown Arpt.; Tel. 422-8379

MAINE

USPA AFFILIATED CLUBS

MID-STATE Sport Prcht. Club, P.O. Box 265, Millinocket 04462

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DROP ZONES

MID-STATE SPORT PARACHUTE CLUB - (A) - Millinocket Municipal Airport - Mail Add: (see Affiliated Clubs) Tel # 723-4064 - Open. Sat, Sun and by arr - Arcft C-172 - Tgt. Snd (30) - ASO Leroy Ashby - Req. USPA, Logs, Flotation Gear.

AREA SAFETY OFFICERS

LEROY ASHBY, Readfield Depot 04356, Tel. # 685-4053 (Southern ME)

GARY DUMAS, 105 New York St., Millinocket, 04462, Tel. # 723-9652 (Northern ME)

WILLIAM LORENZ, see New Hampshire (NH and York County ME)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Portland 04102: 974 Westbrook St.; Tel. 775-3131

MARYLAND

USPA AFFILIATED CLUBS

NAVY PARATUXENTS Proht. Club, P.O. Box 244, NAS, Patuxent River 20670; (301) 863-3572 SOUTHERN CROSS Sport Prcht. Club, Inc., 34 N. Ver-

mont St., Williamsport 21795; (301) 223-7957

UNIVERSITY OF MARYLAND Skydivers, Rm. 132, Student Union, College Park 20742

DROP ZONES

NAVY-PARATUXENTS - (M/A) - NAS Patuxent River, MD - Mail Add: (see Affiliated Clubs) Tel # 863-3572 - Open. Sat, Sun and by arr - Arcft Mil - Tgt. Pg (50)

-ASO J. W. Frye - Reg. USPA, Logs, Mil I.D. (Active

Duty Personnel Only)

*PELICAN FIELD - (C/A) - Ridgely, Md - Mail Add: 2501 Que St SW Washington DC Tel # (301) 654-2723 - Open. Sat, Sun and by arr - Arcft C-182(2) - Tgt. Pg (30) - ASO Gordon Allen - Req. USPA, Logs

SOUTHERN CROSS S.P.C., INC. - (A) - Downsville, MD

- Mail Add: (see Affiliated Clubs) Tel # (301) 223-7957

- Open. Sat, Sun and by arr - Acft C-180 - Tgt. Pg (50)

- ASO Gordon Allen - Req. USPA, Logs

AREA SAFETY OFFICERS

See DELA - D.C. - MD.

GENERAL AVIATION DISTRICT OFFICE (FAA)

Baltimore 21240: Friendship Intl. Arpt.; Tel. 962-3444

MASSACHUSETTS

USPA AFFILIATED CLUBS

TROJAN Sport Preht. Club, 10th Spec. Frcs. Grp. (Abn), 1st Spec. Frcs., Ft. Devens 01433

UNIV OF MASSACHUSETTS Sport Proht, Club, RSO Slot 318, Student Union, Univ. of Mass., Amherst 01002

DROP ZONES

NAS SOUTH WEYMOUTH S.P.C. - (M/A) - Naval Air Station, South Weymouth, MA - Mail Add: (see Affiliated Clubs) - Open. by arr - Arcft Mil - Tgt. Open -Req. USPA, Logs, Lic, Med, Mil I.D. (Active Duty Personnel Only)

*ORANGE SPORT PARACHUTING CENTER — (C) — Orange, MA - Mail Add: P.O. Box 96, Orange, MA 01364 - Open. Daily - Arcft Norseman (2), C-182 -Tgt. Snd (755) - ASO Howard White - Req. Logs

PIONEER VALLEY SPORT PARACHUTE CENTER — (N) — Turner Falls, MA - Mail Add: c/o Richard James 19 Springfield St, Three Rivers, MA 01080 Tel # (413) 283-8161 - Open Sat, Sun and by arr - Arcft C-182 -Tgt. Snd (200) - ASO Richard James - Reg. Logs

TROJAN SPORT PARACHUTE CLUB - (/A) - Turner DZ Ft. Devens, MA - Mail Add: (see Affiliated Clubs) -Open. Sat, Sun - Arcft Mil - Tgt. Snd (50) - ASO Howard White - Req. Mil I.D. (Active Duty Personnel Only).

AREA SAFETY OFFICERS

DAVID EISNOR, 120 Taunton Avenue, Norton 02766. Tel. # 285-7690 (S E Mass.)

RICHARD JAMES, 19 Springfield St., Three Rivers 01080, Tel. # 283-8161 (Western Mass)

HOWARD L. WHITE, 394 Quincy Avenue, Braintree 02184, Tel. # 848-3047 (Central Mass.)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Norwood 02062: Muni. Arpt.; Tel. 762-2436

Westfield 01085: 1st Floor, Terminal Bldg., Barnes-Westfield Muni, Amt., P.O. Box 544; Tel. 568-8691

CERTIFIED PARACHUTE LOFTS

Forge Village 01828: OLIVER D. LETOURNEAU, d/b/a NORTH PARACHUTE CO, Beaver Brook Road, AIBIC

North Quincy 02171: STRONG ENTERPRISES, INC. 542 East Squantum Street, A|B|C|D|E

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USPA AFFILIATED CLUBS

PEGASUS - W.M.U. Sport Prcht. Club, Box 81, Univ. Student Center, Western Michigan Univ., Kalamazoo 49001; (616) 381-4474

DROP ZONES

IONIA SKYHAWKS — (N) — Ionia County Airport — Mail Add: Frances Helms, 677 Union St, Ionia, MI 48846 Tel # (616) 527-2548 — Open. Sat, Sun and Hol — Arcft C-182 — Tgt. Pg (55) — ASO Robert Olson — Reg. USPA, Logs.

MIDWEST SPORT PARACHUTING CENTER — (C) — La-Salle MI — Mail Add: 7621 Pardee, Taylor, MI Tel #291-4080 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (75) — ASO Gerald Marklin — Req. Logs, Lic

OXFORD SKYDIVING CENTER — (C) — Oxford, MI — Mail Add: 360 Crooks Rd, Clawson, MI Tel # 585-3565 — Open. Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Pg (120) — ASO Gerald Marklin — Req. USPA, Logs

PARACHUTING SERVICE — (C) — Tecumseh, MI — Mail Add: 26106 Third St, Taylor, MI Tel # 291-3634 — Open. Sat, Sun, Hol and by arr — Arcft C-182 (2) — Tgt. Pg (90) — ASO Gerald Marklin — Req. Logs.

PARACHUTING UNLIMITED — (C) — Jewett Airport, Mason, MI — Mail Add: Bob Olson, 922H Cherry Lane M.S.U., East Lansing, MI 48823 Tel # (517) 355-8019 — Open. Wed, Sat, Sun and by arr (Daily from June to Oct) — Arcft C-175, C-182 — Tgt. Pg (65) — ASO Robert C. Olson — Req. USPA, Logs, Lic.

PEGASUS SKYDIVERS — (A) — Austin Lake Airport, 5 Mi S of Kalamazoo Airport — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180, Twin Beech — Tgt. Pg (30) — ASO John Jefferies — Req. USPA, Logs.

SAGINAW MUNICIPAL AIRPORT — (N) — ½ Mi E of I-75 N of M46 on Jane Rd, Saginaw, MI — Mail Add: Ted Pullum, 8408 Miller Rd, Swartz Creek MI 48473 Tel # 635-9085 — Open Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (40) — ASO Robert J. Rhyne — Req. Logs.

AREA SAFETY OFFICERS

DENNIS JOHNSON, 540 Denway Circle #48, Kalamazoo 49001, Tel. # 343-7993 (Kalamazoo)

BILL McFADDEN, Route 4, O'Brien's, Coloma, 49038, Tel. # 468-4138 (Lawton)

GERALD MARKLIN, 20110 Omira, Detroit 48203 (Detroit, Tecumseh, Richmond)

ROBERT C OLSO 922 H Cherry Lane, MSU, East Lansing 48823 Tel. # 355-8019 (Lansing-Marshall)

ROBERT RHYNE, 2345 Tandy Drive, Flint 48504, Tel. # 732-0339 (Flint)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Detroit: Flight Standards Bldg., Willow Run Arpt.; Ypsilanti, Mich.48197; Tel. 483-1226

Grand Rapids 49508: Kent Co. Arpt., 5500 44th St., S.E.; Tel. 949-5370

CERTIFIED PARACHUTE LOFTS

Shepherd 48803: BILLIE M. DOLLEY, d/b/a CHIPPEWA PARACHUTING SERVICE, 936 Magruder Road, Route 1, A

Novi 48050: MIDWEST PARACHUTE SALES & SERVICE, 46901 Grand River, A[B]C[D

MINNESOTA

USPA AFFILIATED CLUBS

MINNESOTA Skydivers Club, Inc., 1076 Wakefield, St. Paul 55106

UNIV. OF MINNESOTA Skydivers, B-62 Coffman Union, University of MN, Minneapolis 55455; (612) 545-0009

DROP ZONES

UNIVERSITY OF MINNESOTA SKYDIVERS — (A) — 2 Mi SW of Howard Lake, MN — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (60) — ASO Charles R. Wagaman — Req. USPA Logs, Med.

AREA SAFETY OFFICERS

RICHARD J. AUEN, 330 W. Cottage Avenue #202, St. Paul 55117, Tel. # 488-0487 (East-Central Minn.)

GERALD BURG, 522 N. 4th St., Montivideo 56265, Tel. # 269-8292 (Montivideo)

DICK WAGAMAN, 9700 Fourth Avenue, Bloomington 55420, Tel. # 881-2720 (Southeast Minn.). See also: North Dakota

GENERAL AVIATION DISTRICT OFFICE (FAA)

Minneapolis 55450: Wold-Chamberlain Arpt., 6301 - 34th Ave., South; Tel. 334-2107

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DROP ZONES

MID-SOUTH PARACHUTE CENTER — (C) — Cockrum, MS — Mail Add: Mid-South Parachute and Hobby Center, 4952 Lamar, Memphis, TN 38118 Tel # (901) 363-3793 — Open. Sat, Sun, and by arr — Arcft C-185, C-206 — Tgt. Pg (80) — ASO Ron Carter — Req. USPA, Logs.

AREA SAFETY OFFICERS

J. MIKE BROWN, see Alabama (Mobile, Ala and So. Miss.)

RONALD CARTER, see Tennessee (North Miss., NE Ark. and W. Tenn.)

BILLY R. COLLINS, P.O. Box 104, Tupelo 38801, Tel. # 842-8459 (Tupelo)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Jackson 39208: P.O. Box 5855, Pearl Station; Tel. 939-5231

MISSOURI

DROP ZONES

FULTON JUMP CENTER — (C) — Fulton, MO — Mail Add: Fulton Muni Airport, Fulton MO 65251 Tel # 642-3186 — Open Sat, Sun and by arr — Arcft C-180, Cher 6 — Tgt. Pg (90) — ASO Robert Atterberry — Req. USPA, Logs

AREA SAFETY OFFICERS

ROBERT ATTERBERRY, 1317 Cote Sans Dessein, Fulton 65251, Tel. # 642-3296 (Central Missouri)

ROBERT PAPE, 6528 Corbitt, St. Louis 63130, Tel. # 726-1095 (Eastern Missouri)

ROBERT POPE, see Arkansas (Missouri "tip" and NE Arkansas)

GENERAL AVIATION DISTRICT OFFICE (FAA)

St. Louis: 9275 Genaire Dr., Berkeley, Mo. 63134; Tel. PE 1-0930

MONTANA

USPA AFFILIATED CLUBS

OSPREY Sport Prcht. Gub, P.O. Box 441, Kalispell; (406) 756-6382

ROP ZONES

BILLINGS SPORT PARACHUTE CLUB — (C) — 12 Mi SE of Billings on WS 87 towards Hardin, turn right and go 1½ Mi on Prior red to the Litton Ranch — Mail Add: Pryor Star Route, Billings, MT 59101 Tel # 252-9271 — Open. Sat, Sun and by ærr — Arcft C-180, CW Air Sedan — Tgt. Open — ASO R. W. Litton — Req. Logs

OSPREY SPORT RARACHUTE CLUB — (A) — Kalispell Municipal Airport, Kalispell, MT — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180, Piper J-3, C-206 — Tgt. Pg (50) — ASO Nick Tousey — Req. USPA, Logs

SILVERTIP SKYDNERS INC. — (N) — Grand Creek DZ, Missoula MT — Mail Add: Box Lodge Desk, Univ of MT Missoula MT 59801 Tel # 542-2955 — Open Sat, Sun and by arr — Arcft C-180 — Tgt. Open — ASO John Ward — Req. Logs

AREA SAFETY OFFICERS

RONALD LITTON, Pryor Star Route, Billings 59101, Tel. # 259-9271 (Eastern Montana)

NICK TOUSEY, Route 1, Kalispell 59901, Tel. # 752-1319, (Kalispell)

JOHN R. WARD, R.O. Box 271, Missoula 59801, Tel. # 549-5818 (Western Montana)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Billings 59101: 13m. 203, Admin. Bldg., Billings-Logan Fld.; Tel. 245-7910

Helena 59601: Box 1167; Tel. 442-3270

Missoula 59801: JOHNSON FLYING SERVICE, INC., 80x 1366, A|B|C|D|E

NEBRASKA

SSPA AFFILIATED CLUBS

LINCOLN Sport &rcht. Club, Inc., 929 Furnas Avenue, Lincoln 6852il;; (402) 477-7788

OMAHA Sky Dixers Prcht. Club, Inc., 6319 Franklin, Omaha 68104; (402) 533-6760

DROP ZONES

LINCOLN SPORTPARACHUTE CLUB, INC. — (A) — Polak Airstrip, 1 Mi Naf Agnew, NB on the E Side of St Hwy 79 — Mail Add: (See Affiliated Clubs) Tel # (402) 477-7788 — Open. Sa, Sun, Hol and by arr — Arcft C-182 — Tgt. Pg (40) — ASO Cliff Dobson — Req. USPA, Logs.

OMAHA SKY DIVERS, INC. — (A) — Valoo Municipal Arpt, Wahoo, NB — Mail Add: (see Affiliated Clubs) Tel # 553-6760 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Drt (25) — ASO Cliff Dobson — Req. USPA, Logs

AREA SAFETY OFFICERS

CLIFF DOBSON, 2764 S. 35th, Lincoln 68506, Tel. # 489-6429 (Nebraska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Lincoln 68524: Gen. Aviation Bldg., Lincoln Muni Arpt.; Tel. 475-3555

NEVADA

USPA AFFILIATED CLUBS

(5)LAS VEGAS Sport Prcht. Club, Inc., P.O. Box 2626 -Huntridge Station, Las Vegas 89104; (702) 384-2554

UNIV. NEVADA SD Prcht. Team, c/o Robb Heady, 1000 Sumac, Reno 89502

DROP ZONES

- *CARSON CITY DZ (N) Carson City Arpt, Arpt Rd, Ormsby Co, NV Mail Add: 1401 N Wells Ave, Reno 89502 Tel # (702) 329-4007 Open. Sat, Sun and by arr Arcft C-180, Howard Tgt. Pg (30) ASO David L. Brown Reg. USPA, Logs
- *LAS VEGAS S.P.C. (A) Henderson, NV Mail Add: (see Affiliated Clubs) Tel # 384-2554 Open. Sat, Sun and by ar Arcft C-180 Tgt. Pg (30) ASO Gary L. Morrison Req. USPA, Logs (Reserves will be checked)

AREA SAFETY OFFICERS

DAVID L. BROWN, 1401 N. Wells Ave., Reno 89502, Tel. # 329-4007 (Carson City)

GARY MORRISON, 305 Hibicus Dr., Las Vegas 89107, Tel. # 878-3500 (Southern Nevada)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Reno 89502: Rm. 234, Terminal Bldg., Reno Muni. Arpt.; Tel. 784-5321

NEW HAMPSHIRE

USPA AFFILIATED CLUBS

NEW HAMPSHIRE Prcht. Club, 51 Linden St., Rochester 03867

AREA SAFETY OFFICERS

WILLIAM LORENZ, P.O. Box 532, Durham 03824, Tel. # 742-6138 (New Hampshire and York City, Maine)

NEW JERSEY

USPA AFFILIATED CLUBS

NAVY LAKEHURST Prcht. Club, PRA School - NATTC, NAS Lakehurst 08733; (201) 657-5675 HORIZON Sport Prcht. Club, 22 New Brunswick Ave., Matawan 07747

DROP ZONES

- *APPLEGARTH (N) Applegarth Rd, Hightstown NJ Mail Add: 118 Hazlet Ave, Hazlet NJ 07730 Tel # (201) 264-6466 Open. Sat, Sun and by arr Arcft C-180, C-182 Tgt. Pg (60) ASO Leon Potts Req. USPA, Logs
- *LAKEWOOD SPORT PARACHUTING CENTER (C) Lakewood NJ Mail Add: P.O. Box 258, Lakewood, NJ 08701 Tel # (201) 363-4900 Open. Daily Arcft Norseman (2) C-180 Tgt. Snd 1800) ASO Lee Guilfoyle Req. Logs

RIPCORD PARACENTER, INC. — (C) — Burlington Co Airpark, Medforð, NJ — Mail Add: Same (z/c) 08055 Tel # (609) 267-9897 — Open. Sat, Sun Hol and by arr — Arcft C-206 — Tgt. Pg (90) — ASO Curt Curtis — Req. Logs, Med

AREA SAFETY OFFICERS

LEE GUILFOYLE, 2209 Glenwood Drive, Point Pleasant 08742 (Southern N. J.)

LEON POTTS, 118 Hazlet Avenue, Hazlet 07730, Tel. # 264-6466 (New Jersey)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Teterboro 07608: Teterboro Air Terminal, 510 Industrial Ave., Tel. AT 8-1745

CERTIFIED PARACHUTE LOFTS

Flemington 08822: THE CHUTE SHOP, INC., Highway 202, North, A[B]C]D]E

Jackson 08527: PARACHUTE RIGGERS, INC., P.O. Box 97, A|B|C|D|E

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OMAHA SKY DIVERS, INC. — (A) — Wahoo Municipal Arpt, Wahoo, NB — Mail Add: (see Affiliated Clubs) Tel # 553-6760 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Drt (25) — ASO Cliff Dobson — Req. USPA, Logs

AREA SAFETY OFFICERS

CLIFF DOBSON, 2764 S. 35th, Lincoln 68506, Tel. # 489-6429 (Nebraska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Lincoln 68524: Gen. Aviation Bldg., Lincoln Muni Arpt.; Tel. 475-3555

NEVADA

USPA AFFILIATED CLUBS

LAS VEGAS Sport Proht. Club, Inc., P.O. Box 2626 - Huntridge Station, Las Vegas 89104; (702) 384-2554

**MEVADA Sky Divers, Ferrin - 3210 Elaine Way, Sparks 89431; (702) 323-1247

JUNIV. NEVADA SD Prcht. Team, c/o Robb Heady, 1000 Sumac, Reno 89502

DROP ZONES

*CARSON CITY DZ — (N) — Carson City Arpt, Arpt Rd, Ormsby Co, NV — Mail Add: 1401 N Wells Ave, Reno 89502 Tel # (702) 329-4007 — Open. Sat, Sun and by arr — Arcft C-180, Howard — Tgt. Pg (30) — ASO David L. Brown — Req. USPA, Logs

*LAS VEGAS S.P.C. — (A) — Henderson, NV — Mail Add: (see Affiliated Clubs) Tel # 384-2554 — Open. Sat, Sun and by ar — Arcft C-180 — Tgt. Pg (30) — ASO Gary L. Morrison — Req. USPA, Logs (Reserves will be checked)

AREA SAFETY OFFICERS

DAVID L. BROWN, 1401 N. Wells Ave., Reno 89502, Tel. # 329-4007 (Carson City)

GARY MORRISON, 305 Hibicus Dr., Las Vegas 89107, Tel. # 878-3500 (Southern Nevada)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Reno 89502: Rm. 234, Terminal Bldg., Reno Muni. Arpt.; Tel. 784-5321

NEW HAMPSHIRE

USPA AFFILIATED CLUBS

NEW HAMPSHIRE Prcht. Club, 51 Linden St., Rochester 03867

AREA SAFETY OFFICERS

WILLIAM LORENZ, P.O. Box 532, Durham 03824, Tel. # 742-6138 (New Hampshire and York City, Maine)

NEW JERSEY

USPA AFFILIATED CLUBS

NAVY LAKEHURST Prcht. Club, PRA School - NATTC, NAS Lakehurst 08733; (201) 657-5675 HORIZON Sport Prcht. Club, 22 New Brunswick Ave., Matawan 07747

DROP ZONES

*APPLEGARTH — (N) — Applegarth Rd, Hightstown NJ — Mail Add: 118 Hazlet Ave, Hazlet NJ 07730 Tel # (201) 264-6466 — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt. Pg (60) — ASO Leon Potts — Req. USPA, Logs

*LAKEWOOD SPORT PARACHUTING CENTER — (C) — Lakewood NJ — Mail Add: P.O. Box 258, Lakewood, NJ 08701 Tel # (201) 363-4900 — Open. Daily — Arcft Norseman (2) C-180 — Tgt, Snd 1800) — ASO Lee Guilfoyle — Reg. Logs

RIPCORD PARACENTER, INC. — (C) — Burlington Co Airpark, Medford, NJ — Mail Add: Same (z/c) 08055 Tel # (609) 267-9897 — Open. Sat, Sun Hol and by arr — Arcft C-206 — Tgt. Pg (90) — ASO Curt Curtis — Req. Logs, Med

AREA SAFETY OFFICERS

LEE GUILFOYLE, 2209 Glenwood Drive, Point Pleasant 08742 (Southern N. J.)

LEON POTTS, 318 Hazlet Avenue, Hazlet 07730, Tel. # 264-6466 (New Jersey)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Teterboro 0760™ Teterboro Air Terminal, 510 Industrial Ave., Tel. AT 8-1745

CERTIFIED PARACHUTE LOFTS

Flemington 08822: THE CHUTE SHOP, INC., Highway 202, North, A|B|C|D|E
Jackson 08527: PARACHUTE RIGGERS, INC., P.O. Box

97, AlBICIDIE

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USPA AFFILIATED CLUBS

ICARUS Sport Prcht. Club, Inc., P.O. Box 8163, Albuquerque 87108

DROP ZONES

ICARUS S.P.C. — (A) — Belen DZ 3 Mi E of Belen off Hwy 6 — Mail Add: (see Affiliated Clubs) — Open. Sun and by arr — Arcft C-185 — Tgt. Pg (50) — ASO Jeff Russell — Req. Logs

AREA SAFETY OFFICERS

JEFFREY A. RUSSELL, 2323 Kathryn SE Bldg. 2, Rm. 22, Albuquerque 87106 (New Mexico)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Albuquerque 87119: FAA/WB Bldg., P.O. Box 9045, Sunport Station; Tel. 247-0156

NEW YORK

USPA AFFILIATED CLUBS

CADET Sport Prcht. Club, U.S. Military Academy, West Point, 10996; (914) 938-3125

1ST BN, 1ST INF. Sport Prcht. Club, Bldg #626, U.S. Military Academy, West Point 10996

HUDSON VALLEY Sky Divers, 188 Sickles Avenue, Nyack 10960

LAGNAF Skydivers, M. Madison - 1600 Arlington Sq Apt. #2, Camillus 13031

LONG ISLAND Sky Divers, 85 Swan Lake Drive, Patchogue 11772; (516) 286-8890

DROP ZONES

FRONTIER SKYDIVERS, INC. — (N) — Akron Arpt, Akron, NY — Mail Add: c/o Clair Wimer, 201 Marrano Pkwy, Cheektowaga, NY 14226 Tel # 674-0310 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (60) — ASO Bob McDonnell — Req. USPA, Logs, Lic

GALEVILLE DZ — (M/A) — Wall Kill NY — Mail Add: Cadet SPC (see Affiliated Clubs) — Arcft Mil — Tgt. Pg (100) — ASO Don Fix — Req. Mil. I.D.

*GREEN SPORT FACHUTE CENTER — (C) — Green Arpt, Green NY — Mail Add: Airport Rd, Green NY — Open. Sat, Sun and by arr — Arcft C-206 — Tgt. Pg (180) — ASO Jamie Quettro — Req. Logs, Med

HUDSON VALLEY SKY DIVERS CLUB — (A) — Sha-Wau-Ga Valley Airportt, Bloomington, NY — Mail Add: (see Affiliated Clubs) — Arcft C-182, Piper J-3 (2) — Tgt. Pg (75) — ASO Danny Miller — Req. USPA, Logs.

LONG ISLAND SKYDIVERS — (A) — Spadaro's Arpt, E Moriches, LI, NY — Mail Add: (see Affiliated Clubs) Tel # (516) 475-2557 — Open. Sat, Sun and Hol — Arcft C-182, Howard — Tgt. Pg (30) — ASO William Busch — Req. USPA, Logs, Med, "B" Lic or higher

ONEIDA LAKE DZ — (N) — E shore of Oneida Lake, back of Kon Tiki Restaurant — Mail Add: Box 44, Ava NY 13303 Tel # 942-5089 — Open. Sat, Sun, Hol and by arr — Arcft G-172 — Tgt. Snd/Water — ASO Jamie Quattro — Reg. USPA, Logs, Qualified for Water Jumps

OVID SPORT PARACHUTE CENTER — (C) — Ovid Arpt, 3 Mi SE of Ovid NY — Mail Add: Ovid Airport, Parish Rd, Ovid NY Tell # (607) 869-5991 — Open. Sat, Sun and by arr — Anti C-182 — Tgt. Pg (60) — ASO William Briedis — Req. Logs

SOUTHERN TIER SKYDIVING CENTER — (C) — Lyndon Airpark, Lyndon Rd, Franklinville NY 14737 Tel # (716) 676-3363 — Open. Sat, Sun, Hol and by arr — Areft C-170 — Tgt. Pg (54) — ASO Bob McDonnel — Req. USPA, Logs

STORMVILLE — (C) — Stormville NY — Mail Add: UNK — Open. Sat, Sum, Hol and by arr — Arcft UNK — Tgt. Sw (50) — ASO Nate Sweet — Req. USPA, Logs

AREA SAFETY OFFICERS

WILLIAM BRIEDS, 283 Hamilton St., Rochester 14620 (Mid-Western)

WILLIAM R. BUXCH, 65 Harris St., Patchogue 11772, Tel. # 475-2557 (Patchogue)

SGT. DON FIX, 11st Bn., 1st Inf., SPC Bldg. 626, USMA West Point 10996 (Ulster County and USMA)

ROBERT McDONNELL, 165 Fruitwood Terrace, Amhurst 14226 (Western New York)

DANNY MILLER, 188 Sickles Avenue, Nyack 10960 (Southeast Nif),

JAMIE QUATTRO; Box 46 (Kirk Rd.) Ava 13303, Tel. # 942-5089 (North-Central)

SHERRILL T. SHERMAN, RD #1, Ft. Plaine 13339 (Northeast NY)

NATHANIEL SWEET, Mennella Rd., Poughquag 12570, Tel. # 724-5041 (Southeastern NY)

TERRY UTTER, 226 Main St., Newfield 14867, Tel. # 257-0674 (South Central)

GENERAL AVIATION DISTRICT FICE (FAA)

Albany 12211: Albany Co. Arpt., Tel. UN 9-8482

Lindenhurst 11757: Zahns Arpt., North Wellwood Ave.; Tel. 888-1440

Rochester 14624: Hangar No. 3, Rochester-Monroe Co. Arpt.; Tel. 235-3438

CERTIFIED PARACHUTE LOFTS

Carle Place, L.I. 11514: JOE CRANE & COMPANY, 202 Old Country Road, A|C

NORTH CAROLINA

USPA AFFILIATED CLUBS

CHARLOTTE Sky Divers Club, Inc., Ann Bridges, Sec/ Tres., P.O. Box 10606, Charlotte 28201; (704) 328-1305

XVIII ABN CORPS Sport Prcht. Club, P.O. Box 158, Ft. Bragg 28307; (919) 497-7042

GREEN BERET Prcht. Club, P.O. Box 241, Ft. Bragg 28307; (919) 396-8852

U.S. ARMY PARACHUTE TEAM, P.O. Box 126, Ft. Bragg 28307; (919) 396-4800

MARINE Sport Prcht. Club, MCAS Cherry Point 28533

DROP ZONES

*CHARLOTTE SKY DIVERS CLUB INC. — (A) — 5 Mi E of Mint Hill NC — Mail Add: (see Affiliated Clubs) Tel # 882-1602 — Open. Sat, Sun and by arr — Arcft C-182(2) C-170 — Tgt. Pg (90) — ASO Jimmy Davis — Req. USPA Logs, Flotation Gear

RAEFORD NC — (A) — NC — Mail Add: Boxes 158, 241 or 126, Ft. Bragg NC 28307 — Open. Daily — Arcft C-170, C-182 — Tgt. Drt (60) — ASO's Gene P. Thacker, Bob Horn — Req. USPA, Lic, Logs

TAR HEEL SPORT PARACHUTE CENTER — (C) — Rt 2, Box 218, Trinity NC 27370 Tel # (919) 431-2521 — Open. Daily — Arcft Piper J-3, C-172, C-182(2), Twin Beech — Tgt. Pg (100) — ASO Neil Ellis — Req. Logs, Lic

AREA SAFETY OFFICERS

PAUL K. CLIFTON, 13 Victoria Dr., Rt. 5, Jacksonville 23540 (Cherry Point and Camp Lejune)

JIMMY DAVIS, Hampton Trailer Park, Box 206, Route 4, Boone 28607 (Charlotte) SFC RAY RUFFY, 3407 Mesa Drive, Fayetteville 28303, Tel. # 868-1359. (Ft. Bragg)

ALFRED N. ELLIS, Route 2, Browns Summit 27214, Tel. # 275-6669 (Northwest NC)

BOB R. HORN, 4513 Regina Drive, Spring Lake 28390, Tel. # 497-7042 (Ft. Bragg)

,MICHAEL J. HOWARD, USAPT, 126 Ft. Bragg 28307, Tel. # 396-4800 (Ft. Bragg)

PAUL J. LUTER IIIJ, Rt. 1, Box 421-B, Roanoke Rapids 27820, Tel. #537-9042 (Northeastern NC)

CPT. LOUIS MASON, 709 Galloway Drive, Fayetteville 28303, Tel. #867-6974 (Ft. Bragg)

GENE P. THACKER Green Beret SPC, Box 241, Ft. Bragg NC, 28307, Tell # 497-1667 (Ft. Bragg and Northern NC)

GENERAL AMATION DISTRICT OFFICE (FAA)

Charlotte 28208:FFA Bldg., Muni. Arpt.; Tel. 392-3214
Raleigh 27602: Admin. Bldg., Raleigh-Durham Arpt.,
P.O. Box 1858;Tel. 787-4707

CERTFIED PARACHUTE LOFTS

Fayetteville 28312: CAPITAL PARACHUTING ENTER-PRISES, P.O. Box3324, A|B|C|D|E

Arden 28704: SENCEL AUTO ENGINEERING CORPORATION, New Aiport Road, A[B]C[D]E

NORTH DAKOTA

USPA AFFILIATED CLUBS

VALLEY Skydives; Inc., McShane - 1023 So. 6th St., Fargo 58102;(701) 232-2114

UNIV OF NORTHDAKOTA Prcht. Club, Student Center, Grand Forks: \$201; (701) 777-3834

DROP ZONES

KINDRED AIRPORT — (A) — Kindred ND — Mail Add: Valley SkydivessInc (see Affiliated Clubs) Tel # 232-2114 — Open, Sal Sun and by arr — Arcft C-180 — Tgt. Pg (66) — ASO Harry Thompson — Req. Logs

UNIVERSITY OFNORTH DAKOTA S.P.C. — (A) — Pembina ND — MailAdd: (see Affiliated Clubs) Tel # 777-3834 — Open. Sa) Sun and by arr — Arcft C-172 C-180, C-182 — Tgt. Pg(20) — ASO Harry Thompson — Req. Logs

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AREA SAFETY OFFICERS

TERRENCE LEE NORD, Ft. Pembina Airport, Pembina 58271, Tel. # 825-6421 (NE North Dakota and NW Minnesota)

HARRY THOMPSON, 1110 Sunset Dr., Grand Forks 58201, Tel. # 775-4843 (North Dakota)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Fargo 57701: Admin. Bldg., Hector Fld., P.O. Box 2128; Tel. 237-5191

CERTIFIED PARACHUTE LOFTS

Fargo 58102: NORTHERN PARACHUTE LOFT, 2201 North Nonth A|B|C|D|E

OHIO

USPA AFFILIATED CLUBS

ALLIANCE Sport Prcht. Club, P.O. Box 245, Salem 44460; (216) 549-2039

GLASS CITY Sport Prcht. Club, 2257 Starr Avenue, Oregon 43616; (419) 693-0982

DAYTON Sport Prcht. Club, 7520 Clyo Rd., Centerville 45459

GREENE COUNTY Sport Prcht. Club, 1516 S. Maple, Fairborn 45324

DROP ZONES

ALLIANCE SPORT PARACHUTE CLUB — (A) — 3 Mi N of Salem OH on OH Rt #45 — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-182 (2) — Tgt. Snd (35) — ASO Victor Mattevi — Req. USPA, Logs

CAROL DZ — (N) — 12 Mi N of Mansfield OH — Mail Add: RD #2 Greenwich, OH 44837 Tel # (419) 895-1455 — Open. Daily — Arcft PA 22 — Tgt. Sw (45) — ASO Ken Jones — Req. Logs

CLEVELAND SPORT PARACHUTING CENTER — (C) — Garrettsville OH — Mail Add: RD #2 Box 215, Garrettsville 44231 Tel # (216) 548-5794 — Open. Wed thru Sun and by arr — Arcft C-180(2) — Tgt. Pg (80) — ASO Dale Gates Jr. — Req. Logs, Lic

GREENE COUNTY S.P.C. — (N) — Xenia OH — Mail Add: RR #5, Monroe Siding Rd, Xenia Tel # (513) 372-0293 — Open. Daily — Arcft C-180 (3) — Tgt. Pg (80) — ASO David Ellis — Req. Logs, Lic

WILLIAMS COUNTY AIRPORT — (N) — Bryan, OH — Mail Add: Williams Co S.P.A., 3904 Newport Ave, Apt #1, Ft Wayne, IN Tel # (219) 483-7838 — Open. Sat, Sun and by arr — Arcft C-180, Cher 6 — Tgt. Sw (50) — A50 A. D. Hand—Reg. Logs

AREA SAFETY OFFICERS

RONNIE ADAMS, see Kentucky

JAMES BALDWIN, 5700 Coach & Four Dr. W., Apt. F, Kettering 45440 (Temporary ASO for Dayton SPC)

LAWRENCE DRASKOVICH, 2632 East Turkeyfoot Lake Rd., Uniontown 44685, Tel. # 699-2398 (Akron)

DAVID R. ELLIS, F635 Mears Avenue, Cincinnati 45230 (Cincinnati, Dzyton, Springfield)

VERNON DALE GATES, RFD #2, Box 215, Garrettsville 44231 (Middeffield)

A. D. HAND, ses: Indiana (Bryan Ohio and Ft. Wayne Indiana)

LARRY HARTMAN, 389 Walnut Drive, Berea, 44017, Tel. # 234-5699 (Area West of Cleveland)

KENNETH JONES, Route 2, Greenwich 44837, Tel. # 895-1981 (Central Ohio)

L. J. MASSILLO, RR. #2, Ada 45810, Tel. # 649-3416 (Toledo)

VICTOR MATTEM, RD #4, Lisbon 44432, Tel. # 424-7745 (Alliance)

ARTHUR PRICE, 2340 Starr Avenue, Apt. 4, Toledo 43616, Tel. # 693-5706 (Toledo)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Cincinnati 4522&: Hangar No. 5, Lunken Arpt.; Tel. 684-2183

Cleveland 44135 Cleveland-Hopkins Arpt., S-21; Tel. 267-0220

Columbus 4321%: Rm. 215, New Term. Bldg., Port Columbus Amt., 17th and James Rd.; Tel. 221-2104

CERTIFIED PARACHUTE LOFTS

Xenia 45385: GREENE COUNTY SPORTS PARACHUTE CENTER, Xenia Æirport, A|B|C|D|E

OKLAHOMA

TSPA AFFILIATED CLUBS

FORT SILL Sport Preht. Club, P.O. Box 3044, Ft. Sill 73503; (405) 357-2539

OKLAHOMA STATE UNIV. Skydivers, ROTC - OK State University, Stillwater 74074

SOONER Skydivers, 6029 NW 58th Terrace, Oklahoma City 73112; (405) 732-4060

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DROP ZONES

FRISCO RIDGE — (M/A) — Ft. Sill, OK — Mail Add: Ft. Sill SPC (see Affiliated Clubs) Tel # (405) 351-4451 — Open. Sat, Sun — Arcft Mil — Tgt. Pg (25) ASO Thomas Scoville — Req. USPA Logs, Med, Mil I.D. (Active Duty Personnel Only)

HIWAY AIRPORT — (N) — Between Dewey and Bartlesville OK on old Hwy 75 — Mail Add: Hiway Airport, Dewey OK Tel # FE6-6220 — Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Pg (75) — ASO Cliff Davis — Req. USPA, Logs

*STOUD AERO SERVICE — (C) — 2 Mi N of Stoud, OK — Mail Add: Stoud Airport, Stoud OK Tel # (918) 968-2389 — Open. Daily — Arcft C-180 (2), C-182, C-205 — Tgt. Pg (60) — ASO Fred Hill — Req. USPA, Logs, Lic, Med.

AREA SAFETY OFFICERS

CLIFF DAVIS, 3260 Del Mar Rd., #233 NE Del City 73115, Tel. # 842-0685 (Oklahoma)

FRED M. HILL, 6029 NW 58th Terr., Oklahoma City 73111, Tel. # 721-4533 (Central Okla. and Stroud DZ)

SP4 THOMAS SCOVILLE, 2216 Hoover Ave., Apt. D, Lawton 73501 (Western Oklahoma)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Oklahoma City: FAA Bldg., Wiley Post Arpt., Bethany, Okla. 73008; Tel. SU 9-5220

Tulsa 74115: Business Aircraft Terminal Bldg., Suite 104, Tulsa Intl. Arpt; Tel. 835-7619

CERTIFIED PARACHUTE LOFTS

Oklahoma City 73125: FEDERAL AVIATION AGENCY, Will Rogers Field, A|A

OREGON

USPA AFFILIATED CLUBS

PORTLAND Prcht. Club, P.O. Box 2931, Portland 97208

SOUTHERN OREGON Sport Prcht. Club, P.O. Box
Medford 97501; (503) 779-3885

DROP ZONES

ASHLAND AIRPORT — (A) — Ashland Or — Mail Add: Southern Oregon SPC (see Affiliated Clubs) Tel # (503) 779-3885 — Open. Sat, Sun and by arr — Tgt. Pg (50) — ASO George Holberton — Req. Logs, Lic, Med

MAHLON SWEET AIRPORT — (N) — Eugene OR — Mail Add: James L. Wright, Rt 5 Box 1316, Eugene 97402 Tel # 344-6597 — Open. Sat, Sun and by arr — Arcft C-172 — Tgt, Open — ASO Jim Wright — Req. Logs

PACIFIC PARACHETE CENTER — (C) — W of Donald, OR — Mail Add: Rt II Box 215A, Aurora, OR Tel # (503) 678-5271 — Open Sat, Sun and by arr — Arcft C-170, C-180 — Tgt. Pg (40) — ASO Jim Schubert — Req. USPA, Logs

SPRINGFIELD AIRFORT — (N) — Springfield, OR — Mail Add: Jim Wright, Rt 5, Box 1316, Eugene OR 97402 Tel # 344-6597—Open. Sun and by arr — Arcft C-172—Tgt. Open — ASD Jim Wright — Req. Logs

AREA SAFETY OFFICERS

JOSEPH BROCKWAY, Rt. 2, Box 537, Sandy 97055 (Portland)

GEORGE HOLBERTION, P.O. Box 1661, Medford 97501 (Southern)

JAMES R. SCHUERT, 4085 SW 160th #3, Beaverton 97005, Tel. # 646-2385 (Salem)

JAMES WRIGHT, Rt. 5, Box 1316, Eugene 97402, Tel. # 344-6597 (Eugene)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Portland 97218: 5410 NE Marine Dr., Tel. AT 8-5846

PENNSYLVANIA

LUPA AFFILIATED CLUBS

The BISON Skydwers, Bucknell University, Box B486, B.U., Lewisburg, 17837

FLYING DUTCHMEN Sport Prcht, Club, G. Cathcart - 361½ W. Bainbridge, Elizabethtown; 17022; (717) 367-4363

The PENNYHILL Skydivers, 421 W. Edwin St., Williamsport 17701; (71.2) 322-4283

PITTSBURGH SkyDivers, 965 Perry Highway, Pittsburgh 15237

YORK Sky Divers, M.R. #68, York 17404; (717) 225-4057

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DROP ZONES

FALLING STARS PARACHUTE CLUB — (N) — Reigle Arpt Palmyra, PA — Mail Add: 233 Spruce St, Middletown, PA Tel # 944-4524 — Open. Sun and by arr — Arcft C-180 — Tgt. Pg (100) — ASO Richard S. Gochenaur — Req. USPA, Logs, Med

FLYING DUTCHMEN — (A) — Elizabethtown-Marietta Arpt — Mail Add: (see Affiliated Clubs) Tel # (717) 653-1479 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (80) — ASO Richard Gochenaur — Req. USPA, Logs, Med

LAIRD'S AIRPORT — (C/A) — Thomasville, PA — Mail Add: York Skydivers, Inc (see Affiliated Clubs) Tel # 792-2551 — Open. Sat, Sun and by arr — Arcft C-185 — Tgt. Sw (80) — ASO Richard Gochenaur — Req. Logs, Med.

NE PENN RIPCORDS, INC. — (N) — Conyngham, PA — Mail Add: 26 Conyngham, PA 18219 Tel # (717) 788-2476 — Open. Sat, Sun and by arr — Arcft C-180, PA-12 — Tgt. Pg (150) — ASO Don Kellner — Req. USPA, Logs, Lic, Med, CASH

PENNYHILL SKYDIVERS — (A) — Montgomery, PA — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-182, Stinson V-77 — Tgt. Pg (60) — A5O Don Kellner — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

LOUIS GETZ, 129 Roberts Avenue, Horsham 19044, Tel. # 055-5199 (Collegeville)

RICHARD GOCHENAUR, 8 West Steigle St., Manheim 17545, Tel. # 665-4301, (South-Central Penn.)

DON KELLNER, 26 Sachse Avenue, Conyngham 18219 (Northeast)

PATRICK LAWTON, 965 Perry Highway, Pittsburgh 15237, Tel. # 364-4387 (Pittsburgh)

WILLIAM WINTERS, RD #2, Stocker Mill Rd., Easton 18042 (Easton)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Allentown 18103: Allentown-Bethlehem-Easton Arpt. Tel, 264-2888

Harrisburg: Rm. 201, Admin. Bldg., Harrisburg-York State Arpt., New Cumberland, Pa. 17070; Tel. 787-4528

Philadelphia 19136 Admin. Bldg., North Philadelphia Arpt.; Tel. OR 3-0250

Pittsburgh: Allegheny Co. Arpt., West Miffin, Pa. 15122; Tel. 461-2726

CERTIFIED PARACHUTE LOFTS

TATAMY 18085: SHERWOOD E. COLE d/b/a AERO-NAUTICAL RESEARCH & DEVELOPMENT CO. OF PENN-SYLVANIA, Broad Street, P.O. Box 126, A[B[C]D]E

RHODE ISLAND

DROP ZONES

RHODE ISLAND SKYDIVERS — (N) — Richmond Airpark, Richmond, RI — Mail Add: 40 Waldron Ave, West Barrington, RI 02890 Tel # (401) 246-0449 — Open. Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Snd (50) — ASO Don MacQuattie — Req. USPA, Logs

AREA SAFETY OFFICERS

DON MacQUATTIE, 40 Waldron Avenue, W. Barrington 02890 (Rhode Island)

SOUTH CAROLINA

USPA AFFILIATED CLUBS

CHARLESTON Sport Prcht. Club, 1290 Fort Drive, Hanahan 29406; (803) 553-7587

DIXIE Skydivers Sport Prcht. Club, Inc., Box 6366 -Clemson Univ., Clemson 29631

DROP ZONES

MONCKS CORNER AIRPORT — (N) — Moncks Corner, SC — Mail Add: Moncks Corner Airport, Moncks Corner SC Tel # 899-3653 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt, Snd (35) — ASO Bob Hutchinson — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

WOODROW BINNICKER, P.O. Box 105, Denmark 29042, Tel. # 793-3894 (Central and Southwest) ROBERT HUTCHINSON, 5904 Park Street, Hanahan 29406 (Charleston)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Columbia: Metropolitan Airport, Box 200, West Columbia 29169; Tel. 749-9042

CERTIFIED PARACHUTE LOFTS

Eastover 29044: KLEM'S PARACHUTE LOFT, McEntire Air National Guard Base, A|B|C|D

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SOUTH DAKOTA

USPA AFFILIATED CLUBS

SOUTH DAKOTA Skydivers, Inc., Roach - 3108 Carter Place, Sioux Falls 57105; (605) 336-2808

DROP ZONES

BROOKINGS S.P.C. — (N) — 5 Mi S of Brooking SD — Mail Add: 319 Marian Avenue, Brooking, SD 57006 Tel # 692-9280 — Arcft C-172 — Tgt. Open — ASO Garrett Shaw — Req. USPA, Logs

SKIE AIRPORT - (A) - Lennox, SD - Mail Add: South Dakota Skydivers (see Affiliated Clubs) Tel # (605) 336-2808 - Open. Sat, Sun and by arr - Arcft C-182 - Tgt. Pg (65) - ASO Garrett Shaw - Req. Logs

AREA SAFETY OFFICERS

GARRETT SHAW, 3309 S. JEFFERSON #7, Sioux Falls, 57105 (Eastern SD)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Rapid City 57705: Muni. Arpt., R.F.D. No. 2, Box 633B; Tel. 342-3738

TENNESSEE

USPA AFFILIATED CLUBS

The GOLDEN FALCONS Skydivers, Covington Muni Airport, Rt. #3, Box 314, Covington, 38019; (615) 358-9160.

NASHVILLE Prcht. Club, P.O. Box 295, Nashville 37202; (615) 298-2920

DROP ZONES

NASHVILLE PARACHUTE CLUB — (A) — Cornelia Fort Air Park, Nashville, TN — Mail Add: (see Affiliated Clubs) Tel # (615) 262-0456 — Open. Sat, Sun and Hol — Arcft C-182, C-205 — Tgt. Sw (70) — ASO Lewis A. Butler — Req. USPA, Logs, Lic, Med

TENNESSEE TECH SKYDIVERS — (N) — Overton Co Airport, Livingston, TN — Mail Add: Box 481, Tenn Tech, Cookeville, TN 38501 Tel # (615) 526-7941 — Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Open — ASO Lewis Butler — Req. USPA, Logs

AREA SAFETY OFFICERS

LEWIS A. BUTLER, 418 Acklen Park Drive, Nashville 37205, Tel. # 298-2920 (Nashville)

RONALD CARTER, 3564 Hollbrook, Memphis 38127, Tel. # 357-9632 (NE Ark., N. Miss., and W. Tenn.)

MIKE KREMAR, see Kentucky (Ft. Campbell)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Memphis 38118: Metropolitan Arpt., P.O. Box 30050; Tel. 398-2353

Nashville 37217:: 303 Doyle Terminal, Metropolitan Arpt.; Tel. 255-7791

TEXAS

USPA AFFILIATED CLUBS

The ABILENE Skydivers, 218 No. LaSalle Dr., Abilene 79603; (915) \$72-9165

AMARILLO Skydixers Club, 3804 Julian Blvd., Amarillo 79110; (806) 372-4787

CONFEDERATE Skydivers, P.O. Box 4065, Tech Stn., Lubbock 79409

DALLAS Preht. Assn., c/o John Berke, 318 N. Pearl St., Dallas 75201

FORT SAM HOUSTON Sport Prcht. Club, G-1, ATTN: AKPSH-AP-NSP,, Ft. Sam Houston 78234

FORT WORTH Sport Proht, Club, c/o Bowie Smith, 1700 Pennsylvania Ave., Apt. 118, Ft. Worth 76104

RICE Prcht. Club, Anderson - Space Science Dept. Rice University, Houston 77001; (713) 756-4977

SKYHAWKS Prcht. Club, Bright - 2915 Ave. D, Nederland 77627; (713) 727-2603

DROP ZONES

AMARILLO SKY: INVERS CLUB — (A) — Palo Duro Aprt, Amarillo, TX — Mail Add: (see Affiliated Clubs) Tel # 372-4787 — Open. Sat, Sun, Hol and by arr — Arcft C-182 — Tgt. Pg (66) — ASO Bob Hulsey — Req. USPA, Logs, Lic, Med DALLAS PARACHUTE ASSOCIATION (A) — Segoville Airport, Segoville, TX — Mail Add: (see Affiliated Clubs) Tel. # (214) 398-7158 — Open. Sat, Sun, Hol and by arr — Arcft C-180 (2) — Tgt. Pg (100) — ASO Jerry Schrimsher — Req. USPA, Logs, Lic (Gear will be checked).

ELMDALE PARACHUTE SERVICE — (C/A) — 10 Mi NE of Abilene at Elmdale Airpark — Mail Add: Abilene Skydivers (see Affiliated Clubs) Tel # (915) 672-3091 — Open. Sat, Sun and by arr — Arcft C-195, C-180 — Tgt. Pg(50) — ASO Thomas Fagerson — Req. USPA, Lic, Logs

FORT HOOD S.P.C. — (M) — Ft. Hood TX — Mail Add: HHC 163rd MI Bn (Combat), Box DD, W Ft. Hood, TX 76544 Tel # KE2-3889 — Open. Sat, Sun and by arr — Arcft Mil — Tgt. Pg. (45) — Req. Logs, Med, Mil I.D. (Active duty personnel only).

RICE PARACHUTE CLUB — (A) — Montgomery Co Arpt, Conroe, TX — Mail Add: (see Affiliated Clubs) Tel # (713) JA8-4141 Ext 1101 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt. Open — ASO Aldo Zanier — Req Logs

ROSS PARACHUTE CENTER — (C) — 1 Mi NE of Coleman TX — Mail Add: Coleman Municipal Airport, Coleman TX Tel # (915) 625-2834 — Open. Sat, Sun, Hol and by arr — Arcft C-182 — Tgt. Pg (100) — ASO Thomas Fagerson — Req. Logs, Med

SAN MARCOS PARACHUTE CENTER — (C) — Lowman Field, San Marcos, TX — Mail Add: 110 W Sunset Rd, San Antonio TX 78209 Tel # TZ6-6852 — Open. Sat, Sun, and by arr — Arcft C-182 — Tgt. Pg (50) — ASO Maurice Sinclair — Req. Logs

SKYHAWKS PARACHUTE CENTER — (A) — Beaumont Muni Airport, Beaumont, TX — Mail Add: (see Affiliated Clubs) Tel # 727-2603 — Open. Sat & Sun — Arcft C-195 — Tgt. Open — ASO Lance Call — Req. USPA Logs

SOUTHWEST PARACENTER, INC. — (C) — 2 Mi W and 3 Mi N of Roanoke, TX — Mail Add: P.O. Box 17464 Ft. Worth, TX 76102 Tel # 451-4667 — Open. Sat, Sun, Hol and by arr — Arcft C-170, C-180, C-207 — Tgt. Pg (125) — Req. Logs (NOTE: Not open at time of listing, ASO to be selected prior to opening)

AREA SAFETY OFFICERS

C. B. ANAGNOSTIS, 3040 Cedar Dr., LaMarque 77568 (Galveston)

LANCE CALL, 2824 Manning St., Port Arthur 77640, Tel. # 736-3250 (Beaumont)

THOMAS FAGERSON, P.O. Box 5059, Dyess AFB 79607, Tel. # 696-3014 (Abilene)

MIKE FERNANDEZ, 4225 Logan Avenue, Laredo, 78040, Tel. # 722-4733 (Laredo and Valley area)

RONNIE GARDNER, 1702 Avenue R, Apt. 13, Lubbock, Tel. # 763-2085 (Lubbock)

BOB HULSEY, 2804 Julian Blvd., Amarillo 79102, Tel. # 372-4787 (Amarillo)

GARY LEWIS, 305A Country Club Dr., Bryan 77801 (Central TX)

GUY LINDSEY, 1974 Milam, Ft. Worth 76112, Tel. 451-7458 (Ft. Worth except Denton City)

DOUGLAS McALLISTER, 10316 Hollyhock, El Paso 79924 (El Paso)

JERRY SCHRIMSHER, 3608 Heath Lane, Mesquite 75149, Tel. # 279-0726 (Dallas and Denton City)

MAURICE W. SINCLAIR, 110 W. Sunset Rd., San Antonio 78209 (San Antonio - civilian)

ROBERT STEWART, 5418 Boatman Rd., San Antonio 78219, Tel. # 661-2541 (San Antonio - military)

ALDO M. ZANIER, 4701 Bell No. 6, Houston 77023, Tel. # 926-3664 (Houston)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Dallas 75235: 3323 Grove St.; Tel. FL 2-8453

El Paso 79925: Rm. 202, FAA Bldg., 6795 Convair Rd.; Tel. 778-6389

Fort Worth 76106: P.O. Box 1689, Meacham Fld.; Tel, MA 4-1184

Houston 77060: P.O. Box 60158, Wm. P. Hobby Arpt.; Tel. MI 3-6557

Lubbock 79417; P.O. Box 5247, Muni, Arpt.; Tel. PO 2-0335

San Antonio 78216: Rm. 201, Executive Aircraft Terminal, Executive Terminal Dr., Intl. Arpt.; Tel. TA 6-2355

CERTIFIED PARACHUTE LOFTS

Amarillo 79103: HIGH-PLAINS SPORT PARACHUTE, 7205 South Osage Street, AJBJCID

UTAH

DROP ZONES

*ALTA SKY DIVING CENTER — (C) — 8600 S 1700 E, Salt Lake City UT — Mail Add: Bill Dause, 426 S 5 E, Salt Lake City, UT 84102 Tel # 328-4133 or 255-3304 — Open. Daily (except Mon) — Arcft C-180, C-182 — Tgt. Pg (80) — ASO Steve Biljanic — Req. USPA, Logs

OGDEN SKYKNIGHTS S.P.C. — (N) Ogden Municipal Arpt, Ogden UT — Mail Add: 420 N 2nd E, Brigham, UT 84302 Tel # (801) 723-6163 — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt Pg (40) — ASO John D. Merrill — Req. USPA, Logs

AREA SAFETY OFFICERS

JOHN D. MERRELL, 420 North 2nd East, Brigham 84203, Tel. # 723-6163 (Ogden, Northern Utah)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Salt Lake City 84116: 2398 West North Temple; Tel. 524-4247

CERTIFIED PARACHUTE LOFTS

Salt Lake City 84103: McKAY PARACHUTE SERVICE, 711 North Second West, A|B|C|D

VERMONT

AREA SAFETY OFFICERS

DAN POYNTER, P.O. Box 172, Orange, Mass. 01364, Tel. # 471-9319 (Vermont)

VIRGINIA

USPA AFFILIATED CLUBS

FORT MYER Sport Prcht. Club, Ft. Myer, 22211; (703) 522-2308

NORFOLK Skydivers, Municipal Airport, Suffolk 23434

PENINSULA Sky Divers, Inc., 2131-A, Dumbarton Rd., Richmond 23228; (703) 232-7908

ST. MICHAEL'S ANGELS Sport Prcht. Club, P.O. Box 9507 - Rosslyn Station, Arlington 22209; (703) 751-0524

DROP ZONES

FORT MYERS S.P.C. — (M/A) — Quantico M.C.B., VA — Mail Add: (see Affiliated Clubs) Tel # 522-2308 — Open. Sat — Arcft Mil — Tgt. Pg (45) — ASO John Frye — Req. Logs, Med, Mil I.D. (Active Duty Personnel Only) HARTWOOD FIELD — (C) — Hartwood, VA — Mail Add: Hartwood Aviation, Inc, Rt #6, Box 369B, Hartwood, VA 22471 Tel # (703) 752-7911 — Open. Sat, Sun, Hol and by arr — Arcft C-185 — Tgt. Pg (75) — ASO Larry Parmer — Req. USPA, Logs, Lic, Med, VA License if State resident.

PENINSULA SKY EnvERS, INC. — (C/A) — West Point, , . VA — Mail Add: (see Affiliated Clubs) Tel # 898-6472 — Open. Sat, Sun, Ital and by arr — Arcft C-172, C-182 — Tgt. Sw (50) — ASO Harold Ferguson — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

KENNETH COOPER, General Delivery, Box 291, Madison Hts. 24572 (Lynchburg)

HAROLD FERGUSON, 4500 Broad St., Box 6582, Richmond 23230 Felt # 275-5713 (Northern Virginia)

COL. WILLIAM FRYE, see: Dela - D.C. - Md. (N. VA., D.C. and S. Md. Military)

STANLEY JANEOKA, 1308 Bromfield Court, Virginia Bch. 23455, Tell # 464-2085 (Norfolk)

LARRY PARMER, see: Dela - DC - Md. (N. Va., D.C. and S. Md.)

GENERAL AXIATION DISTRICT OFFICE (FAA)

Richmond: Byrd IIId., Sandston, Va. 23150; Tel. 737-8256

WASHINGTON

USPA AFFILIATED CLUBS

MOSES LAKE Skydiver Club, Rt. 2, Box 71F, Moses Lake 98837; 765-5674

SEATTLE Sky Dixers, 9914 Airport Way, Snohomish
 98290; (206) 77.4-0328

SPOKANE Sport Fricht. Club, 548 E. Central, Spokane 99207; (509) AN9-0741

THUNDERBIRD Sport Proht. Club, c/o Steve Seeman, 7528 Umatilia, Kennewick 99336

DROP ZONES

MOSES LAKE SKMDIVER CLUB — (A) — Moses Lake Muni Arpt — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun Hol and by arr — Arcft C-182 — Tgt. Snd (60) — ASO David Hussey — Req. USPA, Logs, Lic

*SEATTLE SKY SPORTS — (A) — Issaquah, WA — Mail Add (see Affiliated Clubs) Tel # EX2-3050 — Open. Sat, Sun and by arr — Arcft C-170B(2) — Tgt. Pg (60) — ASO Earl Cossey — Req USPA, Logs

*SNOHOMISH PARACHUTE CENTER — (A/C) — Snohomish WA — Mail Add: Seattle Sky Divers (see Affiliated Clubs) Tel # LOB5422.— Open. Daily — Arcft C-170, C-180 — Tgt. Pg (35) — ASO Charles Markin — Req. USPA, Logs

SPOKANE S.P.C. — (A) — Deer Part pt — Mail Add: (see Affiliate Clubs) Tel # (509) 489-0/41 — Open, Sat, Sun and by arr — Arcft C-172, C-182 — Tgt. Pg (60) — ASO E. T. Florea — Req. USPA, Logs, Lic

THUN FIELD SKYDIVERS — (N) — Puyallup WA — Mail Add: Meridian Ave, Puyallup WA 98371 Tel # TH5-4533 — Open. Sat, Sun and by arr — Arcft C-170 — Tgt. Open — ASO Edward J. Shipuleski — Req USPA, Logs, Lic

THUNDERBIRD PARACHUTE CLUB — (A) — Richland Arpt Richland WA — Mail Add: (see Affiliated Clubs) Tel # 783-3544 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt Pg (42) — ASO Terry Guske — Req Logs

WESTERN SPORT PARACHUTE CENTER — (C) — Frinks Airport, Vancouver, WA — Mail Add: 16001 McLaughlin Blvd, Milwaukie, OR 97222 Tel # 659-3486 — Open. Sat, Sun and by arr — Arcft C-170, C-180 — Tgt. Pg (20) — ASO James L. Arionus — Req. Logs, Med

WESTERN WASHINGTON STATE COLLEGE PARACHUTE CLUB — (N) — Bellingham WA — Mail Add: Viking Union Bldg, Bellingham, WA 98225 — Open. Sat, Sun and by arr — Arcft Unk — Tgt. Open — ASO Charles Markin — Req. Logs

WHIDBY ISLAND PARACHUTE TEAM — (M/N) — NAS Whidby Is, Oak Harbor, WA — Mail Add: VAH-123, Box 16, NAS Whidbey Is, Oak Harbor, WA 98277 Tel # 257-4325 — Open. Unk — Arcft C-170 and Mil — Tgt. Unk — ASO Charles Markin — Req. USPA, Logs

AREA SAFETY OFFICERS

JAMES LEE ARIONUS, 2707 NE 124th, Vancouver 98662, Tel. # 892-3424 (Vancouver)

EARL COSSEY, 349 N. 101st Seattle 98133, Tel. # 783-0475 (Seattle and Tacoma)

EMMETT T. FLOREA, 807 Penna. Ave., Couer d'Alene, ID 83814, Tel. # 664-8360 (Spokane)

TERRY A. GUSKE, P.O. Box 231, Walla Walla 99362 (Southeast)

DAVID HUSSEY, Star Route Box 419, Moses Lake 98837, Tel. # 765-3097 (Central)

CHARLIE MARKIN, P.O. Box 444, Snohomish 98290 (Snohomish)

EDWARD SHIPULESKI, 7608 S. Tacoma Way, Tacoma 98409, Tel # 475-3773 (Tacoma)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Seattle 98108: Rm. 104, FAA Bldg., Boeing Fld.; Tel. 583-0111

Spokane 99211: Box 247, Parkwater Station; Tel. 838-3361

CERTIFIED PARACHUTE LOFTS

Snohomish 98290: NORTHWEST PARACHUTE CO., P.O. Box 103, AIB[C]D[E

Winthrop 98862: U.S. FOREST SERVICE, Intercity Airport, A|B|C|D|E

WEST VIRGINIA

DROP ZONES

MORGANTOWN SKYDIVERS — (C) — Morgantown Airport, Morgantown WV — Mail Add: c/o H. Brooks, P.O. Box 837, Morgantown WV 26505 Tel # (304) 292-4519 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Sw (30) — ASO Patrick Lawton — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

HARVEY D. BROOKS, P.O. Box 837, Morgantown, W.V. Tel. # 292-4519 (Morgantown)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Charleston 25311: Kanawha Airport; Tel. 343-4689

WISCONSIN

USPA AFFILIATED CLUBS

BADGER Skydivers, c/o Dale Patterson, 548 W. Johnson, Rm. 608C, Madison 53703

MILWAUKEE Sky Divers 10210-W Montana Ave., Milwaukee 53227; (414) 541-1948

PINE RIVER VALLEY Sky Diving Club, Inc., c/o Schwerin -Box 99, Lone Rock 53556; (608) 583-3131

ST CROIX VALLEY Skydivers, Inc., Art Steffan, Rt. #1, Osceola, 54020; (612) 488-0487

SEVEN HILLS Skydivers, Inc., Newberger - 103 Harrison St., Reeseville 53579; (414) 427-3448

SKY KNIGHTS Sport Prcht. Club, Inc., P.O. Box E, Hales Corners 53132; (414) 567-5684

WISCONSIN Sky Divers Prcht. Club, Inc., Fredlund - 7207 W. Villard St., Milwaukee 53218 (414) 461-5892

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ALL AMERICAN SKY DIVERS — (C) — fond du Lac Arpt — c/o Ed Dorey, 281 Weis Ave, Fond du Lac, WI 54935 Tel # (414) 921-2459 — Open. Sat, Sun, Hol and by arr — Arcft C-182 — Tgt. Open — ASO Ed Dorey — Req. Logs

EAU CLAIRE — (N) — Eau Claire Municipal Airport — Mail Add: Indianhead Skydivers, Inc., P.O. Box 261, Eau Claire, WI 54701 Tel # (715) 832-8004 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Snd (60) — ASO Ron Zias — Req. Logs

LaCROSSE S.P.C. — (N) — Sparta Muni Arpt, Sparta, WI — Mail Add: c/o J. Briggs, 787 N Losey Blvd, LaCrosse, WI 54601 Tel # (608) 784-5865 — Open. Sat, Sun, Hol and by arr — Arcft C-172, C-182 — Tgt. Pg (30) — ASO Bill Meise — Req. Logs

*PARACHUTING, INC. — (C) — Rainbow Arpt, 10010 S 76th St, Franklin WI 53132 — Mail Add: Same Tel # (414) 425-4340 — Open. Daily (Summer), Sat and Sun (winter) — Arcft C-182, C-195 — Tgt. Pg (70) — ASO Phil Goetsch — Req. Logs

PARA-NAUT SPORT PARACHUTE CENTER — (C) — 6 Mi W of Oshkosh, WI on Hwy 21 — Mail Add: Rt #2, Omro, WI 54963 Tel # 685-5995 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (40) — ASO William Hasenfus — Req. USPA, Logs

*PINE RIVER VALLEY SKY DIVING CLUB, INC. — (A) — Richland Arpt, Sextonville WI — Mail Add: (see Affiliated Clubs) Tel # (608) 583-3131 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (24) — ASO Wilburt Meise — Req. USPA, Logs, Lic

*ST. CROIX VALLEY SKYDIVING CLUB, INC. — (A) — Osceala WI — Mail Add: (see Affiliated Clubs) Tel # 294-3267 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (30) — ASO Arthur H. Steffen — Req. USPA, Logs, Lic.

SEVEN HILLS SKYDIVERS, INC. — (A) — Math-Aire Airfield, York Center, WI — Mail Add: (see Affiliated Clubs) Tel # (414) 927-5448 — Open. Sat, Sun, and by arr — Arcft C-182 — Tgt. Pg (60) — ASO Phil Goetsch — Req. Logs

*SKY KNIGHTS SKY DIVERS — (A) — E. Troy Airport, E Troy WI — Mail Add: (see Affiliated Clubs) — Open. Sat and Sun — Arcft C-182 (2) — Tgt. Pg (60) — ASO Phil Goetch — Req. Logs, Med

WISCONSIN SKYDIVERS — (A) — Aero Park Airport Menomonee Falls, WI — Mail Add: (see Affiliated Clubs) Tel # (414) 476-2338 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (65) — ASO Phil Goetsch — Req. USPA, Logs

AREA SAFETY OFFICERS

CHARLES ANDROSKY, 5810 Tower Avenue, Superior 54880 (Northwestern)

ED DOREY, 281 Weis Ave., Fond du Lac 54934, Tel. # 921-2459 (Fond du Lac)

PHILLIP GOETSCH, 12224 West Cathedral, Wanwautosa 53226, Tel. # 476-2338 (Southeast)

WILLIAM HASENFUS, Route 2 Box 127, Omro 54963 (Northeast)

JOHN G. JOHNSON, 466 N. Sherman Ave., Madison 53706, Tel. # 222-8614 (Southeast)

WILBURT MEISE, Box 144, Plain 53577, Tel. # 546-3061 (Southwest)

LEON SOMERS, \$321 W. Ardmore, Chicago IL 60626 (Camp Lake Wisc.)

ARTHUR H. STEFFEN, Route 1, Osceola 54020 (Osceola and River Falls)

RONALD J. ZAIS, 1715 E. Lexington, Eau Claire 54701, Tel. # 835-9026 (Northern and Central)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Milwaukee 53207: General Mitchell Fld.; Tel. SH 4-9202

CERTIFIED PARACHUTE LOFTS

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Northwest Orient Airlines
Flight 305, Portland to Seattle,
11/24/71
CAA-HIJACKING; EXTORTION.

Re Los Angeles teletype to San Francisco 12/2/71.

Enclosed for Los Angeles is a copy of The 1970 United States Parachute Association (USPA) Directory and General Reference Source, showing locations of all jump centers in southern California.

2 - Los Angeles (Enc. 1) 2 - San Francisco
BHC:mb
(4)

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Approved: _____Special Agent in Charge

____M Per _____

U. S. COVERNMENT PRINTING OFFICE : 1089 O - \$46-090 (11)

\$200,000 AERIAL HIJACKER: DID HE HAVE A HELPER?

BY DARYL'LEMBKE 1 Times Blott pullier

plane awept out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here, --

The weather was bad, rainy and prearrangement and wait, windy and no fit night for a joy-rid ed for him or there could and pilot to be landing on the bum also have been a third party winds been a third party winds the bully and the bum. py, unlighted hilltop sirstrip-near. wooded ravine.

wooded ravine.

Yet some nearby residents say that blane. The hijacker could a small plane did land at a title at have been in touch with ter 8 pm on Nov 24 at the same time and in the same area where a talkie. hi, other is believed to have para-chited from an author with \$200,-Stied des Mr. 18 1900.

The evewithese accounts? of the strange presente of, the light plane could ex-plain how the hijacker, who gave the name D. B. Cooper on boarding the day manhunt for him, or at least how he had WOODLAND, Wash - A light planned to escape If he jump. 🕖

He, could have had an ty in a car who looked for

- Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pla let at another, nearby airstrip the night before the hijacking and went for what could have been a pro-black_scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also combed the wooded ravine near their airstrip during the man-hunt last weekend. The EBI refused comment Thursday on the significance of the reports about, the small plane.

Indignant at Claims .

The austrip is on property owned by the McClellan family, Mr. and Mrs. Robert M. McClellan Jr., who live in a new house at the south end of the airstrip, formerly owned a plane but sold it. McClel-Flan's parents live in an older house a little farther! from the landing field. -

Deer hunters and others flying light planes frequently set down on the strip, which is surrounded) by foot high weeds. Buti they seldom-acrive at night in a rainstorm.

Robert M. McClellan Se 64, waste family na owned the ranch land for 100 years, was indignant at neighbors' claims of seeing or hearing a plane coming into the airstrip on he higherst the heacking. He talid the had been in. Vancouver, Wash . 18 miles, to the south that hight, but added that none of my family who, svere home heard a plane

"I'd bet the \$200 000 if It had it that they didn't pick; him up here," McClelland sald. "Twelve FBI agents hunted that woods below. my house there last weekend and didn't find any-t thing. 'Course that doesn't mean much. I've lost calves in there for days."

A flight recorder in the commandeered Northwest, Orient 727 indicated that the hijacker opened the grear door of the plane at 8 13 p.m. Because of a slight furch of the plane, searchers deduced that he made the jump from the, Howered rear steps two or three minutes later. .

Mr and Mrs 'Emil Nelger, who live just downthe road from the McCicllan airstrip, said a plane' had been circling the landing area most of that after-

A little after S p.m., theysaw what seemed to thema puzzling sight, considering the severity of the storm.

"We were gone for " while and came home about 3 o'clock," said Mrs. Neiger. "I was washing; the dishes when both of us saw't his plane swoop down low. We thought it was going to land and it put its landing lights onl Then we thought it took oif agniri."

Two miles down the read, to the west, Mrs. Frank Disterno, Saw semething that made and ir pression on her at about 8 30 p.m. Mr. and Mrs. Diss

(Indicate page, name of newspaper, city and state.)

[-1 Los Angeles Times Los Angeles, Calif.

Date: 12/3/71 EducaFriday Final Authori

Editori

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Classification:

submitting Office: Los Angeles

Baing Investigated

SEARCHED 3 SERIALIZED !! DEC

> ELES CPS

ef s - L trum Returns Beach, Calif. 12 years are to escape the drug probnem.*

Their procesy store and gus stallen, with residents in the rair, constitutes the enfire wide spect in the road that is the lown of View. The town wand to have a church but that in Dow aban Smed

I was have about when I was a piano put the back Window about 5 70 paid Mis District 18 care or over the slices West str low, and it and a ble red hight on the tall It seemed bigger than a fight plane It was raining and the ly, or were blowing.

drang and hote the time of might? It was weight to me ; he owe we want see many have but a mountain

There are no mountains hat reveral actually, but reveral actually magnifications Mr 5: Beter felevation Part feet, are within a ra-

Mrs. Melyn Anderson, who reclass his attention mad from the name and of the Met letter to a tog plip, said sho heard a times about the myster-plane hard their and saw pres alrifeld invoting, I not nother top that if they are golden't some

for an amption a jett the traking a getaway on Cattle.

Connection Doubted

of doubt if it was ron- hilacking an they have no nested in the hillicher. The Management by had a ivisitor. They have irlends

Rut the McClePoor insiet that there had no walter drip in their night

Author shind at at the speaking of a danger us swoop down to pick up the hijacker because of the experience the previous evening of Mr. and Mrs. Donall Haun, a young comple has been and man tale a public alestrip on the same word road as the McClellack makeshift field but ten: miles to the west.

The Houn plratrip cutt no acruse en etialfa field will-langer to Pursued, Dre area skydings be cause they from atly used a for jump fagils "antil two years ago.

The universal field is carpes the rest from the Props' from re Sence,

. No were zation and in the rain explanes planes at mich: he e. He Mrs. Haun 'A cor also been been that the build throw the The cars of the draw v. The cars of the ing light were let too had the part of the plane They was some distance time, tack and landed. The our drove off and the place took all agen. .

I thought it was a little MILES COUNTY .

The FBI has questioned Mr and Mrs Ham severa. times about the mysterwhich could have been a irest rehearst and toroll-"He was pleased an hour the last an certain in for t Thursdaying eve

> The Heans were not at heme on the night of the may of anowing if their strately was used that's night.

Like meny others in the cour ir side an Thankettiattending the wedding in The town of La Coquer gir Coleste P.so; and the popular La Center high school music teacher, Terry Yander Steep.

"Nearly everybody in lown and for miles around was at the wed lag, said La Center greery and peneral store owner Emer Suchi There were 300 at the wedding and receppeople in the area urcoped for a couple hours just whom the hijscher wes surpresed to be making his escape."

Because of the bad weather and uncertainty as to where to look until facht triarmation was fed into computers, the search, was not begun on a full scale until Friday morn-T the 16 hours after the bijaciding.

The search employed ty and Cown's County, backs polled chief and PBI agen's plus several piteus fir ng planes and beleantera, and even two beats. on Lake Merwin.

The lake in a manmade their of water our tribing. hehad a dam on the Lewis forer, which marks progred country to 1 of forth and 100 sent of land progress to 1 of the south

The search area mount passed about 150 square miles to the north and south of the Lewis, but computer data pinpointed the hijackers descent at two miles south of the Lewis That would have nut him some two mues rapih at the Medicilan are strip

Charle County Sheriff page on his office wear a dia una from the FEL Academy for law enforcement officers, said the north half of the search area was scanned only from the air.

"If he landed in there here to trouble," said Cot-Lon

Only last Nov. 13 a 16year-old boy became separaist from his tather when hunting in that area Said how not been tous

Jos May Woodland police chief and an ex-Nery divergment priot, flew a light plane over the rugged terrain and posted out to a reporter meno of the harmed Steep mountain stream gulyling down a valley and little

The area southered the Legister and a femalities It has many small approp on which the farmer ralling entire relation sheep to supplete and Inb Lin MEVA.

women said Friday they saw a St. Helens, Wash. small airstrip the night a hijacker parachuted from a jetjiner after receiving \$200,000 the area about 8 p.m. to 9 p.m. n Transom.

The FBI declined to comment n the reports regarding the aon!

the harkened McClellan airstrip The Federal Aviation Admin-

gusty night to give a detailed

Mrs. Emil Neiger, who lives close to the airstrip, said she got a good look at the lowflying aircraft but added, "All

planes look alike to me." Mrs. Melyin Anderson, who lives across the road from the end of the strip, said she saw the light of the plane as it came in for a landing, sitting on the field and taking off. She said she was not sure how long the plane was down.

it don't know whether it was

over there an hour or how long," she said, "I didn't time it I couldn't see the plane itself."

Mrs. Frank Disterand report ed she was returning home when she saw the plane flying

low in the storm. "I thought to myself, what's that nut doing up in the air on a night like this," she said. "It was a small plane but the engine sounded louder than a small 'nlane's. I remember a large red light on the tail,

believes she saw the same the jump was believed have plane on the previous night

circuing a spot to the east near

night or the hijacking was in flew north, circled and came back. She said she does not manksgiving eve aerial extor know where it went after that since it was raining and she None of the residents near was not watching anymore.

said they saw the plane close istration's flight control center enough on the dark rainy and in Auburn, Wash, said there was no indication on radar of a light plane near, the hijacked Boeing 427 in the southwest Wishington area.
If he was flying too low, a

controller said,

see it.". The hijacker, who used the name "D, B. Cooper," paid cash to "buy a ticket at the Northwest Airlines office at the Portland International Airport and then about a half hour later boarded the 727. He threatened the crew with a purported bomb; and after obtaining \$200,000 from the airline on the 727's arrival at Seattle Tacoma Airport vanished from the craft by parachuting out a back door on a flight to Reno, Nev

The FBI has not ruled out the possibility of an accomplice in the case, but said it had no evidence to substantiate that there had been more than one person involved in the esca-

pade. The FBI conducted a search in the area around View and . Woodland, Wash., earlier on the basis of plane flight information that the hijacker may have. Mrs. Disterano said she jumped near View. The time of been with pant, on Nov. 26.

(Indicate page, name of newspaper, city and state.)

Los Angeles Herald Examiner

12-4-71 Date:

Edition: Author:

Editor:

Title:

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INFORMATION CONCERNING THE ROUTE SO VALIDITY OF INSURMATION THAT IS ALLERY WAY BE EVALUATED.	b70 b71
LOS ANGELES MAINTAIN CONTACT WITH	b6 b70
AND CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE >	b7I
VALUETRY OF INFORMATION BEING FURNISHED	
armed and Dangerons.	

FD-36 (Rev. 5-22-64)		•	
		FBI	-
		Date: 12/6/71	b6 b7
Transn	nit the following m	PLAIN TEXT	
	10110111119 11	(Type in plaintext or code)	
Via	TELETYPE	NITEL (Priority)	
	TO:	SACS SEATTLE (164-81) AND	
		KANSAS CITY	
		FORTLAND (164-41) SAN FRANCISCO (164-220) JAK	
	FROM:	SAC, LOS ANGELES (164-497)	
		AKA DAN COOPER;	
	UNSI	JBA NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLA	AND
		E, NOVEMBER TWENTY FOUR, LAST, CAA DASH HIGHJACKING;	
	EXTORTION	, OO: SEATTLE.	
	RE P	ORTLAND TELEPHONE CALL TO LOS ANGELES DECEMBER FIVE	
	LAST; LOS	ANGELES TELEPHONE CALL TO PORTLAND DECEMBER FIVE LAS	ST;
	SAN FRANC	ISCO AND PORTLAND TELETYPES TO LOS ANGELES DECEMBER	:
	FIVE LAST	. / /	
	प्रस हा	USPECTS,	D6
		/ /	」
	LOS ANGEL	ES INDICES CONTAIN NO RECORD IDENTIFIABLE WITH	
		IS SUBJECT OF LOS ANGELES FILE	b6 b7
		is male, negro, born	
	164-497		497-68
;	CRS/trb_	· <i>U</i>	
	(1)	<u> </u>	
		SE-639	b6 b7
	aV. 1	h 1 (1)	
A	approved:	Sent 57-5% M Per 1884	
	Spe	cial Agent in Charge DB C	ooper-2277

DB Cooper-22776

LA 164-497
PAGE TWO
FBI NUMBER
DISCREET INVESTIGATION CONDUCTED DECEMBER FIVE, LAST,
IN VICINITY NO
ADDRESS OF COULD BE LOCATED AS
SET FORTH IN REFERENCED PORTLAND TELETYPE.
TWO VEHICLES OBSERVED IN VICINITY OF
RECORDS CALIFORNIA DEPARTMENT OF MOTOR
VEHICLES CHECKED AND OWNERS NOT IDENTIFIABLE WITH ANY OF
CAPTIONED SUSPECTS.
LOS ANGELES AT WILL THROUGH UNITED STATES
POST OFFICE, ASCERTAIN IF ADDRESS OF
EXISTS AND WILL DETERMINE IF INDIVIDUAL NAMED
HAS BECETUED MATI, ON

b6 b7С

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		1	Date: 12/6/	7 71	(3)	ъ7
Transm	it the following in _	PLAINTEXT	laintext or code)		\dashv θ	
	MRT samene		(aintext or code)		i	
Via	TELETYPE	NITEL	(Priority)		- -{ !	
	· — — — — — — — — — — — — — — — — — — —	·			· 	- -
	TO: S	AC PORTLAND (164-41 SAC, SEATTLE (161	.) AND 1-81)			
	FROM: S	AC, LOS ANGELES (16	54 -497)^(P)	ı		
	,	EN BAN COOPER;	and the second			
İ	UNSUB	A NORTHWEST AIRLINES	; FLIGHT TH	IREE ZERO FIV	E,	
	PORTLAND TO	SEATTLE, NOVEMBER	TWENTY FOU	IR, SEVENTY C	NE,	
	CAA-HIJACKI	NG; EXTORTION, OFF	CE OF ORIG	IN: SEATTLE		
	RE POF	TLAND TELETYPE TO S	SEATTLE, DE	CEMBER TWO I	AST.	
İ	REFERE	NCED TELETYPE REFLI	CTS INTERV	IEW OF		b€
	BI.	PORTLAND WITH REQU	JEST FOR LO	S ANGELES TO	CONDUCT	ь7 ь7
	INQUIRY AT			TO IDENTIFY		
	-	EMBLING UNSUB.		A Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Comp		
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	ON DEC	EMBER THREE LAST				b7 b7
					_	
		OULD NOT RECALL				
		EMPLOYMEN:	RECORDS A	AT ABOVE COME	PANY DATING	
İ	BACK TO	RI	EVIEWED AND	NO RÉCORD (OF 164-497	19
	164-497		E	/)	7.D	٠
	JFM/njr		4	/	· (3)	
		/	•		Scient	ь6 ъ7
	1 . 1	-/	PD- 6	ب ور		i
Δ	pproved:	Sen	SET	M Per		
'n		l Agent in Charge		OVERNMENT PRINTING OFFICE	ZE : 1969 O - 346-090 (II)	

* U. S. GOVERNMENT PRINTING OFFICE : 1969 O - \$46-090 (II)

DB Cooper-227/8

PAGE TWO Y
LA 164-497
EMPLOYMENT COULD BE LOCATED FOR
AREA. ARTIST CONCEPTION OF UNSUB EXHIBITED TO
HE DOES NOT KNOW OF ANYONE FITTING DESCRIPTION
OR PHOTO CONCEPTION OF UNSUB IN
AREA.
EXPLAINED
HAS NO INFORMATION TO FURNISH REGARDING
THE LOCATION OF
IS BUSINESS
INQUIRY DETERMINED
THIS FIRM HAS BEEN AT SAME LOCATION
THIS LOCATION IS APPROXIMATELY
AREA AGGEMPG GO

b6 b7C b7D

b6 b7с b7D

b6 b7C

PAGE THREE
LA 164-497
LOCATE WAS, MADE WITHOUT
SUCCESS. PUBLIC SOURCE DATA ALSO FAILED TO LIST ANY
INFORMATION REGARDING FIRMS KNOWN AS
<u>LEAD:</u>
PORTLAND
AT PORTLAND IS REQUESTED TO
RE-INTERVIEW
FOR ADDITIONAL SPECIFIC INFORMATION REGARDING
HIS RECOLLECTION OF PERSON RESEMBLING UNSUB.

LOS ANGELES

AT LOS ANGELES, CALIFORNIA: WILL CONDUCT NO FURTHER PHASE
INQUIRY IN THIS ENER UNTIL ADDITIONAL FACTS RECEIVED FROM
PORTLAND.

ь6 **]** ь7С

ъ6] ъ7С ъ7D

"AK

NR ØØ6 SE PLAINTEXT
6:05 PM U R G E N T 12/6/71
TO LOS ANGELES
FROM SEATTLE (164-81)
UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA DASH
HIJACKING; EXTORTION. OO: SEATTLE.
RE MINNEAPOLIS NITEL TO BUREAU DECEMBER TWO, SEVENTYONE.
RE: b6
SUSPECT FORMERLY EMPLOYED BY NORTHWEST AIRLINES AT SEATTLE AS
LAID OFF APPROXIMATELY NINE MONTHS b6
AGO. DESCRIBED AS WHITE, MALE, DOB
FIVE FEET SEVEN INCHES, DARK BROWN HAIR, AND BROWN EYES.
SUSPECT'S WIFE ADVISED ON DECEMBER SIX, SEVENTYONE, THAT
SUSPECT LEFT SEATTLE AREA TWO WEEKS AGO AND IS NOW EMPLOYED BY
IN LOS ANGELES b6
AREA. HE IS STAYING AT THE CHASE HOUSE MOTEL, SEPULVEDA, CALIF-
ORNIA, PHONE
EXPECTS HIM TO RETURN TO SEATTLE BEFORE CHRISTMAS.
END OF PAGE ONE SEARCHED TO INDEXED SERIALIZED FIELD 12 DFC 6 1971
DB Cooper-2278

DB Cooper-22781

PAGE DAS SE 164-81

LOS ANGELES AT SEPULVEDA, CALIFORNIA. WILL DISCREETLY

DETERMINE THE WHEREABOUTS OF THIS SUSPECT ON THE AFTERNOON AND

EVENING OF NOVEMBER TWENTYFOUR, SEVENTYONE.

ARMED AND DANGEROUS

E N D
HOLD FOR FOUR TELS
GLD FBI LOS ANGELES

12/6/71

PLAIN

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•		.,,,,,,		

AIR MAIL - SPECIAL DELIVERY

TO:

SAC, SEATTLE (164-81)

FROM:

/SAC, LOS ANGELES (164-497) (P)

SUBJECT:

UNSUB, aka

Dan Cooper

NORTHWEST AIRLINES FLIGHT NUMBER 305 PORTLAND TO SEATTLE

11/24/71

Can - HIJACKING; EXTORTION

00: Seattle

Re Los angeles teletype to Seattle, 12/3/71.

RE:	aka

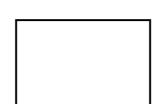
Enclosed for Seattle are four photographs of

captioned individual made available by

2 - Seattle (Encls. 4) (AM - SD)

1 - Los angeles

crs/kah/mlh (3)



b6 ь7С

b6 b7C

b6 ь7С b7D

MAGS IP PEAI.	
5:09 P. CITTL 12/6/71 UEC	
TO: LOS A'CALES	
FROM: MINNEAPOLIS (164-73) IP	bé b7
UJSUB; AKA DAN COOPLE; NORTHUEST AIRLINES FLIGHT THREE ZERO	
FIVE, PORTLAND TO SEATTLE, NOVERBER THENTYFOUR, LAST;	
CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.	
RE MINUEAPOLIS CALL TO LOS ANGELES TODAY.	
JORTHUEST	be
AIRLINES PARENTHESIS MUAL EWD PARENTHESIS, ADVISED TODAY HE	b7
RECLIVED TELEPHONE CALL FROM NUAL,	
FIVE SIX ZERO ZERO CENTURY, LOS ANGLLES,	/
IMTERNATIONAL AIRPORT PARENTHESIS TELEPHONE	
END PARENTHESIS TODAY AT	
THPEF FORTY-SIX P.M. STATED	
COULD IDENTIFY UNKNOWN SUBJECT AFTER	
STEING ARTIST'S CONCEPTION WHICH APPEARED LOS ANGELES NEWS-	
PAPERS. HAD NO FURTHER INFORMATION REGARDING	
IDENTITY OF THIS INDIVIDUAL.	
LOS ANGELES INTEDIATELY CONTACT AI ABOVE	b6 b7
ADDRESS AND INTERVIEW REGARDING IDENTITY OF UNSID.	. ب
P. 164-477-72	
SEATTLE ADVISED BY MAIL.	
L DD SETIALIZED 61971	
JAA FBI LOS AUGELES CLR AND PARTES OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE ST	b(b'
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(P. 10)	
DB Cooper-227	784

Memorandum

5010-106

	wiemoranaum .	
ro :		ь6 ь7
FROM :	SA	
subject:	UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES, FLIGHT NUMBER 305 PORTLAND TO SEATTLE 11/24/71 CAA - HIJACKING OO: Seattle	
	AT LOS ANGELES, CALIFORNIA	
	lacebitoritowns' wastoon organization	ъ6 ъ70
	Man	b6 b70
	KABC Radio Station, telephone number 663-3311, was contacted and	b6 b70
	call from 6:00 a.m. to noon. advised that the show was on from 1:00 a.m. to 6:00 a.m. He stated he had no phone number for or his producer recommended contact with at his residence,	,
'	residence phone number was	b6 b70
	but not always by return phone number. SEARCHED INDEXED SERIALIZED FILED	7う
	101:30	b6 b70
-	THE C'T' CHANGE TANNE TO PRINCE A SULL COLLEGE !	

DB Cooper-22785

that all calls of the program are recorded. advised that he would have a tape available for the FBI at 9:00 a.m., Monday morning, 11/29/71 and that an agent of the FBI should contact him at KABC Radio Station, 663-3311, to pick up the tape if it was desired. further advised that he would check the log and see if the name was available for the caller.
recontacted SA and stated that the record at the station was temporarily unlocatable. He advised that he would alert all his personnel on talk shows to keep careful records on callers and their phone number in the event that this incident should be repeated. advised that he had formerly cooperated with the Bureau while being in the newscast business in the Baltimore, Maryland, area.
was contacted at and she advised that she is an elderly woman who resides in a room of the home of at Hollywood, California. She advised that she had been listening to the Show, KABC Radio, between 5:00 a.m. and 6:00 a.m. and had heard an unidentified woman caller and that the woman sounded to her approximately 30 to 40 years of age.
advised she was always at home and could be contacted any time. was requested to repeat to the best of her ability the conversation as she recalled and that a stenographer at the Los Angeles Division of the FBI would take down the information:

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ь6 ь7С

b6 ['] b7С

ь6 ь7с

AT LOS ANGELES, CALIFORNIA

a paratrooper.

of her recollection, the follower between newscaster unknown woman caller at approximation of the collection, the follower expenses of the collection of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection, the follower expenses of the collection of the collection, the follower expenses of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collection of the collecti	roximately 5:00 a.m. to	ъ6 ъ70
Unknown Female:	"Hello. The man who hijacked the northwest plane sounds very much like my husband."	
	"Why do you say that?"	
Unknown Female:	"He had been a paratrooper with the lOlst airborne."	
	"Did he need the money?"	
Unknown Female:	"No, they got away with \$35,000 (silence) but it was legal. It sounds like something he would do."	ъ6 ъ7С
	"Why would he do this?"	
Unknown Female:	"Why would he leave me after seven years of marriage."	
	"Did he ever talk about hijacking?"	ŧ
Unknown Female:	"He had talked about the boy who took the plane to Italy and he had bungled the job."	

-3 ~

stated that the unknown female caller had mentioned more than one time that her husband had been

ь6 ь7С

The following investigation was conducted by SA :
Both and were telephonically contacted this date and stated that neither could recall specifically the
exact words of the conversation concerning the woman who had called in reference to the airline hijacking.
They did state that the extent of the conversation was
substantially as that related earlier by
stated that the radio station would have a tape recording of the conversation and could make it available to the FBI.
had the call sheet and determined that the telephone call was received at approximately 5:20 a.m. over the "Glendale line" from a person identified as
As they recalled,did not furnish an address or phone number thought he recalled that she had stated her husband was a
was recontacted at and advised of the name of the caller and the approximate time of the call to the radio station. He said he would attempt to locate the tape of the conversation and advise.

~ 4 .

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b6 b7С

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b6 b7С

ь6 ь7с OPTIONAL FORM NO. 10
MAY 1002 EDITION
GSA FFMR (41 CFR) 101-11.6
UNITED STATES GOVENMENT

\hat{Mem} orandum

то

SAC, LOS ANGELES (164-497)

DATE: 12/6/71

FROM

SA

ь6 ь7с

SUBJECT:

UNSUB;

HIJACKING OF NORTHWEST AIRLINES

FLIGHT 305

Portland to Seattle

11/24/71

CAA-HIJACKING

Re memo by SA

dated 11/27/71.

ъ6 ¦ ъ7С

Referenced memo sets forth information regarding a KABC talk show wherein a caller called in and thought the unknown subject in this case might be her husband.

The radio station did not obtain any identifying data of the caller and there is no way that she will be able to be identified based on information we have in this phase. A tape recording of this female and her conversation was obtained. The tape recording has been transcribed and is attached to this memo.

I have reviewed this transcription and there is no information to indicate who the caller was, who the individual she was talking about or anything else that would make it logical to pursue this phase any further.

Based on review of numerous complaint forms from duty Special Agent's, it does not appear that the caller has furnished information set out in the transcribed tape recording to this office.

It is recommended no further action be taken.

JFM/lsk (²) / ./ SEARCHED A INDEXED ASSERIALIZED SERIALIZED S

b6 b7с KABC RADIO GENE GRANT SHOW 11/27/71 5:45 RM

GRANT: Hello.

Unknown

Female: Yes.

GRANT: Yes, good morning.

U.

Female: Are you the man on?

GRANT: I'm the man, yes.

Female: Well, I want to talk about this hijacking bit.

GRANT: Alright.

Female: I think my husband did it.

GRANT: You think your husband did it?

Female: Um hum.

GRANT: What makes you think that he did it?

Female: Well, he departed and I will refer to him as the

departed, but ah, he was a brilliant man, and

had an intensive interest in hijacking. Also

he was a paratrooper for the 101st Air Borne and I

found out through private detectives later on he was....

GRANT: Well I suggest that you contact the FBI if you really

believe that.

Female: Well, I might do it tomorrow.

GRANT: Well, don't wait, let's do it.

Female: I think he did it though, because he was a fantastic man, he wrote beautifully...(Inaudible)
...he was quite unusual.

GRANT: But why would he do such a thing as this?

Female: Why did he leave me after seven years?

GRANT: I don't know. But that, only he can answer. But why do you think he would jump out of an airplane and take \$200,000.00? Did he need the money that badly?

Female: Not really, because he was the kind of a guy that didn't really care much about money but he knew what money could do.

GRANT: Is he the type of man that would do such a thing, do you know?

Female: I didn't think so......

GRANT: Then what gives you the idea that your former husband would do that?

Female: He's not my former husband.

Female: Yeah.

GRANT: Well, your runaway, arrant husband. What makes you think that he did it?

Female: Because of his fantastic imagination.

GRANT: Well, other than having a fantastic imagination....

Female: He was a paratrooper.

GRANT: And other than being a paratrooper in the lOlst
Air Borne. What other things would lead you to believe that he did it.

Female: Because he hot away with about \$35,000.00, and all legally because somebody was (inaudible).

GRANT: You mean this is the type of man that would do such a thing?

Female: I think he'd do it.

GRANT: You mean he's bored, and you think that he's doing this because he's bored?

Female: Oh, yes.

GRANT: Um hum.

Female: But he doesn't want it for the money really....I don't think.

GRANT: I would like to find out if you contact the FBI then I would like to know a little more relevant information that would lead me to believe that he would do such a thing. Did he ever mention sky diving?

Female: Never, but he was extremely interested, remember that kid went to Italy?

GRANT: Um hum.....

Female: He was very interested in that, I didn't think
he would do it. And then he was a paratrooper, and
ah.... 'cause we're all kind of interested you know.
And...he said that that kid shouldn't have.....
one sense and so on.

GRANT: Well, stop and repeat the whole thing and then call the FBI but they will probably want a little more relevance to the story as to why you believe he did it and what you've tole me.

But don't let that stop you, call the FBI anyway.

Female: Ok, good bye.

GRANT: Good bye.

FEDERAL BUREAU OF INVESTIGATION

FEDERAL BUREAU (

1 .	Date of transcription 12/6/71	
	California, was interviewed at his place of employment, telephone	
	and furnished the following information:	
vears ago	said he started parachute jumping about 10 and is currently considered an expert and jumpmaster. known as	
the Latin	Sky Diving Club. Most of the members	
	elub has jumped at Perris, California Airport; Elsinore, a Airport; and at other airports in the west.	
Sky Divin	identified the other members of the Latin g Club as follows:	
	San Pedro, California	
	·	
	<u>Los Angele</u> s, California	
	West Covina, California	
,	Member -	
ļ	Compton Collins	
	Compton, California	
	Member -	
	East Los Angeles, California	
·		
iewed on 12/2/	71 of Whittier, California File # Los Angeles 164-497-	.7
	гие п	į
\./)		
NSA [cjl Date dictated 12/6/71	

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

ىلان ز ĪA 164-497 **b**6 Member b7C b7D Can be located through Member -Whittier. California **b6** b7C ь7D was unable to identify the artist's concepb6 tion of the unknown subject in this case as ь7c b7D He advised his sky-diving group is composed of expert jumpers and He stated the [and he will show the drawing at He advised that since the highjacking. advised that **b**6 b7C telephone b7D suggested that furnish some information in this case. He also identified telephone said that The plane took off from Long Beach, California Airport

SPECIAL

RY 233 L/ COPF

1145 AM HEGE IT 12-7-71 ZB

TO SEATTLE 164-51

KIVECHG

VASKINGTON FIELD

LOS ANGELES 164-497

FROM LAS VEGAS 164-60

UNSUB; NORTHUEST AIRLINES FLIGHT THREE ZFRO FIVE,

NOVEMBER TWENTY-FOUR, SEVENTY-ONE; CAA - HIJACKING; EXTORTION.

OO: SEATTLE.

RE SEATTLE WHIEL DECEMBER SIX LAST CONCERNING INFORMATION

IT IS NOT FELT THAT INFORMATION FROM SOURCE THAT ONSUS

AS STATED IN LAS VUCAS TUL

NOVERBER THEOTY-SIX LAST, FAA, RENO, MARE INITIAL CONTACT WITH INSTAUT FLIGHT AT FRENCHMAN'S RESERVIOR, CALIFORNIA, TEN TRICTY-THO PM. AT THIS POLUT FLIGHT TURNED DUE EAST TO THE MEVALA BOTOLS OF PROCEEDED DUE EAST TO A POINT THELVE WILLS INSIDE BOUNDARY OF MEVADA. IT THEN PROCEEDED DIRECTLY SOUTH TO PENO, A DISPANCE OF APPROXIMATELY TURNEY-FIVE MILLS. FLIGHT CURCLED DRILFLY IN THE

RUJO - SPAKKS, JEVADA, AREA REFORE LANGLING.

110 P.39 6.12

SEARCHED INDEXED SEMALIZED A FILED SELES b7C

DB Cooper 22/98

b6 b7C b7D b6

ь7с b7D P191 119

LV 184-6

AT THE OF INITIAL CONTACT INSTANT FLIGHT MAINTAINED
ALTITUDE OF ELEVED THOUSAND HEET AND WAS NOT AT A LOW ALTITUDE
UPTIL THE TIME THAT IT CIRCLED OVER THE SPARKS - RENO AREA.

IT MADE TWO CIRCLES OVER THIS AREA AND THIS AREA IS A PEAVILY
POPULATED AREA WITH RESIDENTIAL AND BUSINESS TYPE STRUCTURES:

LAS VEGAS COMPLETED DETAILED SEARCH OF ENTIRE ROUTE OF
TRAVEL OF HIGHJACKED ALACRAFT IN NEVADA FROM SMALL LOW FLYING
SLOW SPEED ALRCRAFT SUPLEMENTED BY FOUR WHEEL DRIVE LAND VEHICLE
IN ANY APEA DEEDED NOT TO HAVE BEEN COVERED BY ALRCPAFT
OBSERVATION. SEARCH REVEALED NO INDICATION OF PARAPHERNALIA
WHICH OR INDIVIDUAL WHO MIGHT BE COMMECTED WITH CAPTIONED
HIJACKING.

	AS SI	[ATE	D FL	.IG	ΗТ	PROCE!	EDE	EUG C	EASI	GMA 1	THE	ONLY	IMI	I
COUL	D BE S	SAID	THE	T.										
'JAS	UHE.I	11	JAS	07.	ΞR	ABOVE	-	MENTIC	OMED	RFHO	- £1	PARKE	AREA.	•
$\mathbb{S}_{N}^{\mathrm{MT}})$														

LPS FBI LOS ANGLELES CUR

DB Cooper-2279

b6 b7С b7D

SPECIAL

TO 007 BS PLAIN

4:502 M UMGE.'T 12-7-71 D.A

TO: SSATTLE (164-31)

LOS ANGELES .

FROM: BOSION (164-153)

LNSUB; AKA, DAW COOPER; MORTH JEST AIRLINES FLIGHT
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER THENTYFOUR
LAST; CAA-HIJACKING, EXTORTION, OD: SEATTLE, BURILE
ONE SIX YOUR-TWO ONE ONE ONE

RE DALLAS TELETYPE DATED DECEMBER SIX LAST AND BOSTOA	
TELEPHONE CALL TO LOS ANGELES DICEMBER SEVEN INSTANT,	
THE SUSPECT W	ь6 ь7с
PERSCHWEL RECORDS,	
, REFLECT	
	ъ6
ADDRESS IS	ь7С
,	
MD PAGE OUR . 164-497-78 1	b 6
SEMANTZETI 1 FILED CO	ъ7C
M. I. Dramitic of Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and Advances and	

DB Cooper-22800

M 184-153 OUT IEM. RETEL DESCRIBES MA, BOAN SEVENTYTWO INCHES, ONE HUNDRED LIGHTY EYES, FBI MUMBER FIVE Poulids, LOS ANGELES LOCATE _____ AND TSTABLISH HIS WHEFEABOUTS NOITALCIV CENCITES TO TMIT TA

INFORMATION COPIES SINI BY AIRMAIL TO DALLAS, ALBUQUERQUE,

CL'ICAGO, AND SAN FRANCISCO.

ARFED AND DANGEROUS.

Dia.

LRS F31 LOS ANGELES CLE

b6 b7C

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ъ6 b7C

ъ7С

-51 (F	10-25-22-64)		
		-FB1 .	
		Date: 12/7/71	
nsmi	t the following in _	PLAINTEXT (Type in plaintext or code)	
	TELETYPE	1	
		(Priority)	
	TO:	SAC, SEATTLE AND SAC PORTLAND SAN FRANCISCO DEP KANSAS CITY PLG	
	FROM:	SAC, LOS ANGELES (164-497)	
	UNSUE	B; ALSO KNOWN AS DAN COOPER; NORTHWEST AIRLINES	
	FLIGHT THR	REE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY	
	FOUR SEVEN	NTY ONE; CAA-HIJACKING; EXTORTION; OFFICE OF ORIGIN:	
	SEATTLE		
	RE PO	ORTLAND TELEPHONE CALL TO LOS ANGELES DECEMBER FIVE	
	L AST AN D P	PORTLAND TELETYPE TO SEATTLE DECEMBER FIVE LAST,	
	S an Franci	ISCO TELETYPE TO SEATTLE DECEMBER FIVE LAST, AND	
		ES TELETYPE TO SEATTLE DECEMBER SIX LAST.	
		JSPECTS	
	ALSO KNOWN		
	•	STIGATION ON DECEMBER SIX LAST AT	
	714 020		
		ESTABLISHED	
	164-497 CRS/njr (1)	164-497-19	

Approved: .

DB Cooper-22802

PAGE TWO LA 164-497 INTERVIEWED BY BUREAU AGENTS. AND DESCRIBED AS WHITE MALE, YEARS, SIX FEET TALL, ONE SEVEN ZERO POUNDS, DARK HAIR, AND SEVERAL POLICE AGENCIES, BUT THIS NOT VERIFIED. ARTIST SKETCH DISPLAYED AND DOES NOT RESEMBLE

b6 b7C

b7D

b6

ь7С b7D I

b6 b7C b7D

ь6 ь7с ь7р St. 1. 20 1 PAGE THREE LA 164-497 UNKNOWN. NAME OF UNKNOWN TO LOS ANGELES WILL CONDUCT INVESTIGATION AT IN EFFORT AND-CONDUCT

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

TO IDENTIFY LUDY,
ALL-ADDITIONAL INVESTIGATION-TO ASCERTAIN WHEREADOUTS-OF

LYNO).

IDENTIFY

CAPTEONED SUSPECTS.

b6 ь7c b7D

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b7C

b7D

D015 ST PLAIN 4:14PH URGENT 12/7/71 VAB TO LOS ANGELES SAN FRANCISCO

FROM SEATTLE (164-81)

UNSUB: AKA DAN COOPER: NORTHUEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER INENTYFOUR, SEVENTYOUR, CAL HIJACKING; EXTORTION. OO: SEATTLE. b6 NEW YORK TELETYPE, DECEMBER THO, SEVENTYYONE, PE FOR THE INFORMATION OF LOS ANGELES AND SAN FRANCISCO, ON DEC-EMBER ONE. SEVENTYONE. PORT OF NEW YORK AUTH-, b6 ь7С ORITY POLICE DEPARTMENT, LA GUARDIA AIRPORT, ADVISED BUREAU AGENTS OF AN INCIDENT OCCURPING AT LA GUARDIA IN THE SPRING OF SEVENTYONE. STATED THAT TWO WHITE MALE INDIVIDUALS IDENTIFYING THEMSELVES AS APPEARED AT THE EASTERN AIRLINES TICKER OFFICE AT LA GUARDIA AND AFTEMPTED TO PURCHASE TICKETS FOR END PAGE ONE

DB Cooper 22805

154-31

FLIGHT TO MIACL THE FRAUDULENI CREDIT CARD. TICKET AGENT RECOGMIZED FRAUDULENT CPEDIT CARD AND ATTRIPTED TO SIALL THE TWO PASSENGERS THO LEFT THE COUNTER ABRUPILY, BUT THO HAD PREVIOUSLY
CHECKED THEIR LUGGAGE WHICH THEY LEFT BEHING. THE LUGGAGE BECAME PROPERTY OF PORT AUTHORITY POLICE DEPARTMENT AND UPON INSPECTION IT THAS ASCERTAINED THAT ONE OR BOTH THESE INDIVIDUALS WAS AN
EXPERIENCED AND ACTIVE SPORTS PARACHUTIST. A PERSONAL LETTER LOCATED
IN THE LUGGAGE INDICATES THIS INDIVIDUAL, THO IS PROBABLY

MAY HAVE BEEN INCARCERATED AT ONE TIME. INCLUDED IN THE
LUGGAGE WAS A

IND PAGE THO

DB Cooper 22806

b6

b7C

104-01
· · · · · · · · · · · · · · · · · · ·
ALSO INCLUDED IN THE LUGGAGE WAS A SPORTS PARACHUTIST'S
LOG SOON BEARING NO NAME.
LOS ANGELES, AT CALIFORNIA, ATTEMPT TO DEVELOP IN-
FORMATION CONCERNING TO DETERMINE THEIRER HE COULD BE UNF 19
IN THIS MATTER.
SAW FRANCISCO AT MONTEREY, CALIFORMIA, REVIEW RECORDS OF M.S.
PARACHUTE ASSOCIATION FOR INFORMATION CONCEDUING -P-
ADMED AND DANGEDOUG

LRS FBI LOS ANGELES CLR

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		FE	3 1		1 ! !
		Г	Oate: 12/7/71		!
nsmii	t the following in PLAIN	TEXT			! !
		(Type in p	laintext or code)]]
	TELETYPE	<u> </u>	to the	<u></u>	
i — — -		·		~;/	(
	TO: SAC, S	EATTLE (164-81) AND	ن ۲-	
	io. Dro, b	TATILITY (104-01	SAC, MNO	MPhis (F	Scanle)
	FROM: SAC, I	os angeles (40	74-4978	ו) בוחקות	10 211 1100 X
	UNSUB; ALSO	KNOWN AS DAN	COOPER, NORTH	WEST AIRLIN	TES
	FLIGHT THREE ZER				
		-			
	TWENTY FOUR, SEV	ENTY ONE; CAA-	-HIJACKING; EX!	rortion; of	ART GE
	OF ORIGIN: SEATT	TE			
	RE SUSPECT				
	THIS DATE				
			ADVISED HE IS		
1					
			HE DESCRI	BED AS	S WHITE
	MALE, THIRTY SEV	EN TO FORTY Y			
	MALE, THIRTY SEV		EARS, SIX FEET	ONE INCH,	ONE
	EIGHT ZERO POUND		EARS, SIX FEET	ONE INCH,	ONE
	EIGHT ZERO POUND		EARS, SIX FEET	ONE INCH, SIDES, BROW	ONE IN EYES
	EIGHT ZERO POUND		EARS, SIX FEET RECEDING AT	ONE INCH, SIDES, BROV	ONE IN EYES
	EIGHT ZERO POUND 164-497 ÇRŞ/njr		EARS, SIX FEET RECEDING AT	ONE INCH, SIDES, BROV	ONE IN EYES
	EIGHT ZERO POUND 164-497 ÇRŞ/njr		EARS, SIX FEET RECEDING AT	ONE INCH, SIDES, BROV	ONE IN EYES
	EIGHT ZERO POUND 164-497 ÇRŞ/njr		EARS, SIX FEET	ONE INCH, SIDES, BROV	ONE IN EYES

PAGE TWO LA 164-497	
SAME DATE RECORDS OF	
REVEALED	b6 b7C
	67 D
DESCRIPTION IN FILE AS FOLLOWS: WHITE MALE, BORN	
HEIGHT SIX FEET TWO INCHES, TWO HUNDRED POUNDS, BROWN	
HAIR, BROWN EYES, MILITARY	ь6 ь7с
SERIAL NUMBER	ъ7D
SOCIAL SECURITY	
NUMBER	
Memphis TENNESSEE CONDUCT APPROPRIATE	b 6
INVESTIGATION AT LAST KNOWN	Ъ7 С
TO ESTABLISH WHEREABOUTS OF ON NOVEMBER TWENTY	
FOUR LAST.	

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

FD-36 (I	Rev. 5-22-64)	•		
		FB!		
		Date: 12/7/71		b6
Transmi	it the following 1	n PLAINTEXT		b 7
12.	TELETYPE	(Type in plaintext or code) NTTEL		
Via		(Priority)		τ-
	TO:	SAC, SEATTLE (164-81)		
	FROM:	SAC, LOS ANGELES (164-497)		
	unsu	B, AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT		
	THREE ZER	O FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFO	OUR	
	LAST; CAA	- HIGHJACKING; EXTORTION. OO: SEATTLE		
	RE I	ATIN SKY DIVING CLUB: ON DECEMBER TWO LAST		
		KNOWN AS LATIN SKY DIVING CLA		b6
	MEMBERS		\neg	b7С b7D
		JUMPED AT PARRIS, CALAFORNIA: ELSINORE,		
	CALIFORNI	A AND OTHER AIRPORTS IN WEST.		
	-			
	crs/lme	·		2
	(1)		Cel	b6 b7
А́р	proved: Spe	cial Agent in Charge Sent W. S. GOVERNMENT PRINTING OFFICE: 18	DB Coop	7 <i>-</i> るこ er-2281

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LA 164-497 PAGE TWO	
STATES ARTISTS CONCEPTION OF HIJACKER NOT IDENTIFIABLE WITH LATIN SKY DIVING GROUP COMPOSED	ь6 ь7с ь7р
OF EXPERT JUMPERS	
ARTISTS SKETCH WILL BE DISPLAYED	
	b 6
HE ADDS	ь70 ь71
TO FURNISH INFORMATION REGARDING	
SUSPECTS.	
HE ALSO IDENTIFIED	ъ6 ъ70
	b7I
HE STATED	b6 b70 b71
	B7E

LA 164-497 PAGE THREE

	IOS ANGELES WILL LOCATE AND INTERVIEW
	–
	FOR ADDITIONAL INFORMATION AND IDENTIFICATION OF
POSSI	BLE SUSPECTS, THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

b6 b7C b7D

FD-	5-22-64)
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		FBI Date: 12/7	/71	
[tanemi	t the following m	PLAINTEXT		
llicuu	a the ronowing in	(Type in plaintext or code	e)	<u> </u>
/ia	TELETYPE	NTTEI. (Priority)		. [
				
	TO: SAC, S	SEATTLE (164-81)		
	FROM: SAC, I	os angeles (164-497)		
	UNSUB, AKA	DAN COOPER, NORTHWESTE	RN AIRLINES, FLI	GHT THREE
	ZERO FIVE, PORTI	LAND TO SEATTLE, NOVEMB	BER TWENTY-FOUR I	AST,
	CAA DASH HIJACKI	ING; EXTORTION, OO: SE	ATTLE	
	•			
	RE SEATTLE	TELETYPE TO LOS ANGELE	S DECEMBERSIX LA	ST.
	RE:			-
			RVED CAPTIONED F	ERSON
	DENTOMEN AN MACON			
	REGISTER AT MOTE	EL AT FOUR FIFTY-THREE	r.m. ON NOVEMBER	
	FOUR, LAST.			
			164.	49283
			· .	· -
				\$
	164-497 crs/rsr /			E 10.3
	crs/rsr (1)			<u>Chang</u>
	11168/60	102		* <i>I</i>
Aı	pproved: VO 184 18 Special Agent	Sent	PerM Per	DB Cooper-2

& U. S. COVERNMENT PRINTING OFFICE : 1969 O - 340-030 (11)

	ъ6 ъ7с
2/7/71	
PXT	
code)	
9)	
RLINES, FLIGHT THREE ZERO	
JENTYFOUR SEVENTYONE, CAA	
SUSPFCT	ь6 ь7с
TWELVE THREF LAST.	ъ6 ъ7с
ADVISED HE	
FURNISHED	
	:
anger	
164-497-84	
Cisy	ь6 ь7с

DB Cooper-22814

• U. S. GOVERNMENT PRINTING OFFICE : 1969 0 - 346-090 (11)

F B I Date: 12 PLAIN T Transmit the following in _ (Type in plaintext or TELETYPE NITEL Via_ (Priorit SAC, SAN FRANCISCO (164-220) SAC, LOS ANGILES (164-497) P UNSUB, AKA DAN COOPER, NORTHWEST AIR FIVE, PORTLAND TO SEATTLE, ELEVEN TO HIJACKING; EXTORTION. 00: SE RE: RE SF TELETYPE TO LOG SUSPECT : OCCUPIED BY FORWARDING ADDRESS Unsil armed and D 1 - LOS ANGELES 1 - SEATTLE (AM) (164-81) EAR (2)

Sent

FD-36 ((1.2. (1.2. 5-22-64)		
	1		b6 b70
	li .	FB!	
Transm	it the following in _	Date: 12/7/71 PLAINTEXT (Type in plaintext or code)	
Vía	TELETYPE	NITEL (Priority)	
	TO: S	AC, SEATTLE (164-81) AC, SAN FRANCISCO (164-220)	
	FROM: S	AC, LOS ANGELES (164-497)	
	•	AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT	
		FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR IJACKING, EXTORTION, OO: SEATTLE.	
	RE SUS THIS D		ъ6 ъ70
	BUAGE	REQUESTING TO REMAIN ANONYMOUS, BUT KNOWN TO	b6 b70 b71
		EARS STRIKING RESEMBLANCE TO ARTIST'S SKETCH	
	OF HIJACKER		1.0
	SOURCE	ADVISES	b6 b70 b71
		164-497-85	_ , ,
	PHOTOG	RAPH AND DESCRIPTIVE DATA REMAINTAINED	9 b6 b70 b71
	164-497	.02.	

Sent. Per . DB Cooper-22815 Special Agent in Charge

crs:caa

Approved: .

ь6 ь7С

PAGE TWO

SAN FRANCISCO, CALIFORNIA: CONTACT

CONTACT CONTACT

CONTACT PROTECTION DISTRIBUTED

DESCRIPTION OF CALIFORNIA: CONTACT

DOT LEADS TO ESTABLISHED WHEREABOUTS OF DIRECT EVENING

PERTINENT PERIOD: OF 11/24/7,

Whalf Considered Armed and Danglous

Whalf Considered Armed and Danglous

FD-36 (I	Rev. 5-22-64)	8			b6 b7c
			FBI		
			Date: 12/7/	71	
Transmi	it the following in	PLAIN			
	mer bowne		in plaintext or code)		
Via	TELETYPE	N.	ITEL, (Priority)		
	FROM: SAC,	DENVER SEATTLE (164-164-164-164-164-164-164-164-164-164-	164-497)		
		·		RLINES FLIGHT	
	ZERO FIVE, POR	LAND TO SEATT	LE, NOVEMBER	TWENTY FOUR L	AST;
	CAA DASH HIJACI	KING; EXTORTIO	N. OO: SEA	TTLE.	
	RE MINNEAI RE SUSPECT		TO LA, DECE	MBER SIX LAST.	b6
	ON DECEMBI	ER SIX LAST			b70
	NORTHWEST AIRL	7	DVISED MINNE	APOLIS OFFICE (b70
	TELEPHONE CALL			NWAL, LA INTI	
	AERPORT.			HIS OFFICE AN	
	CONCEPTION APPR	EARING IN LA NI	EWSPAPERS.	fter seeing art /ou- ained man refe	49746
	TO WAS				
	1 - Seattle (AM 164-497 crs/1sp	ookii (AM) 1)		Mrob	66 b70
Aį	pproved: While	ent in Charge	Sent 20 au s. c.	Per Per SOVERIMENT PRINTING OFFICE :	DB Cooper-2281

PAGE TWO STATES HE B6 b7c DESCRIBED AS WHITE MALE, YEARS, B6 b7c
DESCRIBED AS WHITE MALE. STATES HE b7C b7C
STATES ARTIST'S CONCEPTION OF HIJACKER APPEARS b6 b7c
IDENTICAL TO
DENVER AT DENVER, COLORADO, b6 b7c
WILL REVIEW RECORDS IN EFFORT TO IDENTIFY
OBTAIN PHOTOGRAPH AND BACKGROUND DESCRIPTION.
LP IDENTIFIED FURNISH PHOTOGRAPH TO SEATTLE FOR
PESSIBLE DISPLAY TO WITNESSES AND SET OUT APPROPRIATE

LA 164-497

PAGE THREE Appropriate
LEADS TO ESTABLISH WHEREABOUTS OF

ON NOVEMBER

TWENTY FOUR LAST.

- 3 -

b6

ь7C

NR_Ø13_SE PLAINTEXT
12:35PM NITEL 12/6/71 SENT 12/7/7158.
TO ALEXANDRIA
BUTTE
CINCINNATI
HONOLULU (VIA WASHINGTON, D.C.)
LOS ANGELES
MIAMI
NEW YORK
OKLAHOMA CITY
SAN FRANCISCO
WFO
FROM SEATTLE (164-81)
UNSUB; AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTYONE. CAA-
HIJACKING; EXTORTION. OO: SEATTLE.
RE:
PHOTOGRAPH OF EXHIBITED TO THREE WITNESSES AT b7c
WHO ADVISED NOT IDENTICAL TO UNSUB. ALL OFFICES DISCONTINUE
RE -P-
ARMED AND DANGEROUS.
END 17/1/
GJH FOR TWO GUND CON 1997 - 87
END GJH FOR TWO FBI LOS ANGELES HOLD SEARCHED / INDEXED 1971
100
I CPS
DB Cooper-22820

NR 024 SE PLAINTEXT 10:18PM U R G E N T 12/7/71 TIM TO LOS ANGELES SACRAMENTO FROM SEATTLE (164-81) UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA -HIJACKING; EXTORTION. OO: SEATTLE. **b6** RE KANSAS CITY TELETYPE TO SEATTLE, DECEMBER SEVEN, INSTANT, b7C b7D AND RE - SOURCE. b6 b7C b7D **b**6 LOS ANGELES, AT CALIFORNIA, WILL THROUGH b7C b7D ATTEMPT TO LOCATE AND INTERVIEW HIM CONCERNING ABOVE INFORMATION AND IDENTITY OF UNSUB. WILL ATTEMPT TO LOCATE **b**6 SACRAMENTO AT b7C AND INTERVIEW HIM. -P-ARMED AND DANGEROUS b6 ь7С E N D SEARCHED 12/8/21 SERIALIZ HOLD DB Cooper-22821

Memorandum

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SAC, LOS ANGELES (164-497)(P)

DATE: 12/7/71

FROM

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> b6 b7C

> **b**6 b7C

ъ6 b7C

b6 b7C

SUBJECT:

UNSUB; aka

Dan Cooper; Northwest Airlines Flight 205, Portland to Seattle, November 24, 1971 CAA - HIJACKING; EXTORTION

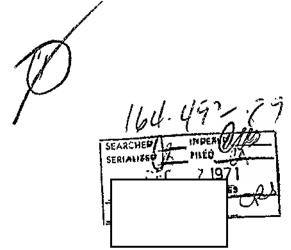
(00: Seattle)

Re Seattle teletype to Los Angeles dated 12/6/71.
advised SA on 12/7/71 that registered at this hotel on 11/24/71 at 4:53 p.m. and
at this motel. is in His home address is listed in the motel records
as Washington. The records indicate he is employed by the
said he casually knows as an occupant of this motel. He said is
early or middle twenty's, is about 5'9" tall, dark curly hair nice looking and in no way resombles the description

For info.

or artist's concept of the Unsub.

(1)RMW: rmw



S P E CO I A L

1 P. PL.1.
1.850 A' 187.HT 18-5-71 LUO
TO: LOS A GELLES
"I. JEPPOLIS
EDATTLE 197#
777: PJ97L4JD (184-41) (P) 3P
WEND, AKA D.B. COOPER, MOPTHUSET AIPLINES VALIGHT THREE ZERO FIVE, .
PORTLAND TO STATELE, LOVERDOR TROUTY FOR A MINETERS OF LANDRICS
CAA-AIJACKING; EMTORTION; OD: S'ATTLE.
OF DUCKLER TYPLE, SEVELTY OLE,
FORTLAID INTERNATIONAL AIRPOST (PDD) ARVIETD AS MAKHOMA INDIVIDUAL
THO CLOSILY TUSETSLED THE MUSIB IN THIS DITTED ARPIVED PDY, 1115
O'CLOCK PY, "CYANER TRADE, SEVENTY O.E., NOONED
THIS FLICHT ORIGINATED II
P:IJ
TO PREVIOUS IN PORTLAND. OF APRIVAL AT PUY, MEND MAS LET BY A F
"TYMOTH PERSO" OF IVEOU A LATE NOTEL SERVE BEARING CALIFORNIA LICE: 57
,
CALIFORNIA STATE DEPARTMENT OF MOTOR VEHICLES (2.V) ADVISTS
LISTED TO MINETER SIYTY FIV: OLDS YOBILE 66
164-49-9)
SECTIALIZED FILED SECTIALIZED DEC 8 1971
b6 b7c
DB Cooper-2282

P: 142-11	
לי ב מבאנו	
Laising Onlines	
DYV PECORDS ALSO SHOW	
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LOS ANGELES AT AT	_
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FBI LOS AGGELES CLR

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IR 703 EF PLAI.

11:45 UDG_FT 12/3/71 FCC

CT SEATTLE (164-31)

PORTLAND (164-41)

"ANSAS CITY

LOS ANGELES (164-497)

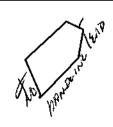
FRO: SAN FRANCISCO (164-229) 2P



UNSUB; AKA DAM COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE. PORTLAID TO STATTLE, MOVERBER TWENTYFOUR SEVENTYONI; CAA - HIJACKINA; EXTORTIO: : 00 SEATTLE.

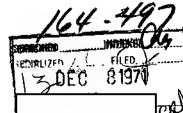
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DB Cooper-22826



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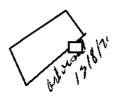
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ENTY GROWING 'AS BUT TOOKEN, THE PROPERTY , THE LI IECT ". 'L. O FICTO - ICOD. TI "

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for LDI FOG . U.F.C. LD GF.



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NRØLS SE PLAIN

10:54 PM NITEL 12/2/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

UNSUB, AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA - HIJACKING; EXTORTION. OO: SE.

RE SE TELCALL TO LA THIS DATE.

. RE SKY DIVING CLUBS.

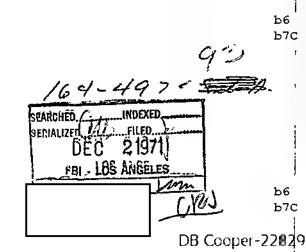
FOR THE INFORMATION OF LA IN REVIEWING RECORDS OF SKY DIVING CLUBS, WITNESSES HAVE FURNISHED DESCRIPTION OF UNSUB WITH VARIATIONS IN AGE FROM THIRTYFIVE TO IN FIFTIES, VARIATIONS OF HEIGHT FROM FIVE FEET NINE TO SIX FEET ONE AND VARIATIONS IN WEIGHT FROM ONE FIFTY TO ONE EIGHTY. THESE VARIATIONS SHOULD BE BORNE IN MIND BY LA IN CONNECTION WITH REVIEW OF SKY DIVING CLUB RECORDS.

ARMED AND DANGEROUS.

END

DAB FBI LOS ANGELES CLR

10° 164-497



SAC, LOS ANGELES		12/6/71
SA	(13)	
UNSUB, aka Dan Cooper HIJACKING OF NORTHWEST FLIGHT 305, PORTLAND TO SEATTLE 11/24/71 00: SE	AIRLINES	
	As tion cards of parachutine Paricenter at Skylar	
25,000 registration ca	noted that there are a rds on file going back ining descriptive data 9.	to 1957,
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the Elsinore Paricente	r, Inc. made available	of these records

for photographing.

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nit the tol	lowing in		(Type in plaintext	or code)		-
TELETY	PE	UR	GENT			<u> </u>
		- 	A	ority) 		_
TO:	SAC, SAC, SAC,	SEATTLE (I SACRAMENTO LAS VEGAS	84-81) CL	λ		
FROM:	SAC,	LOS ANGELE	s (164-497)	ı		
	UNSUB, AK	KA, DAN COOF	ER; NORTHWE	ST AIRLI	NES FLIGHT	NUMBER
THREE	ZERO FIVE	e, PORTLAND	TO SEATTLE,	NOVEMBE	R TWENTY F	OUR, LAST,
CAA -	HIJACKING	; EXTORTION	, 00: SEAT	TLE.		
DECEME	BER SEVEN,	LAST.			_ source.	
	FOR INFOR	RMATION OF I	AS VEGAS,			
					st anched	

LA 164-497
INVESTIGATION LOS ANGELES REVEALS POSSIBLY
IDENTICAL TO AND
RECORDS INDICATE CAN BE CONTACTED AT POST OFFICE BOX
NEVADA, AND HIS TELEPHONE
NUMBER
LAS VEGAS AT NEVADA: WILL LOCATE AND INTERVIEW
CONCERNING ABOVE AND ATTEMPT TO DEVELOP SUSPECT THIS
MATTER.

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

- 2* -

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NROG7 SE PLAIN	
12-45 PM URGENT 11/30/71 JJT	
TO LOS ANGELES	
FROM SEATTLE (164-81)	
5 UNSUB NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO	
FIVE, PORTLAND TO SEATTLE, NOVEMBER THENTYFOUR, NINETEEN	
SEVENTYONE, CAA DASH HIJACKING; EXTORTION. OFFICE OF ORIGIN:	
SEATTLE.	
RE: SUSPECT	b6 b70
ON NOVEMBER THIRTY INSTANT,	
SEATTLE, WASHINGTON,	
ADVISED PHOTO OF UNSUB BEARS STRIKING RESEMBLANCE TO	
DESCRIBED AS WHITE MALE, MID TO LATE	b6 b7С
THIRTIES, SIX FEET TALL, ONE HUNDRED NINETY POUNDS,	b 7D
EYES, PREMATURELY GRAY HAIR,	
ADDITIONALLY GAVE THE FOLLOWING BACKGROUND ON	ь6 ь70
	b71
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	b6 b70
SEARCHEO 3 INDEXED	76°
END PAGE ONE JULY 97	b 6
100 164 d	ь70

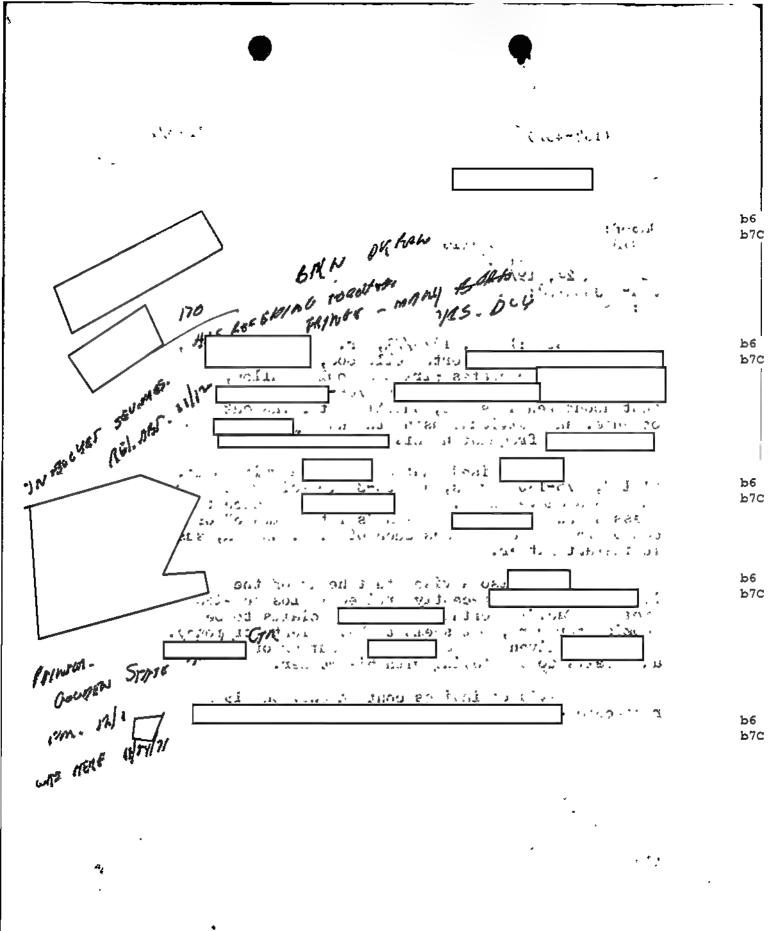
DB Cooper-22833

PAGE T'JO		
SE 164-81		
]	ь6 b7С
		b7D
HE HAD LIVED THERE PREVIOUSLY.		
SEATTLE INDICES NEGATIVE ON		ь6 ь7с
LOS ANGELES, AT LOS ANGELES, CALIFORNIA. (ONE) WILL	al Clarks.	
CONDUCT CREDIT AND CRIMINAL CHECKS ON TO Special	a live	
DETERMINE PRESENT ADDRESS AND OBTAIN CURRENT PHOTOGRAPH.	`	
(TUO) WILL CHECK ENROLLMENT AT LOCAL COLLEGES AND		
UNIVERSITIES SINCE FOR ANY RECORD	13/16/1	ь6 ,ь7с
IDENTIFIABLE WITH	ore land the state of	}- -
(THREE) WILL CONTACT LOCAL PARACHUTIST AND SKY JUMPING $\frac{\Psi}{R}$	اه ملاتملاکید عود کا ایک ملاتملیک	LE VALLE &
ORGANIZATIONS TO DETERMINE P	1 /10 1/4 /	عميلاً
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LRS	(35,00H.	
FBI LOS ANGELES CLR	-	

OPTIONAL FORM NO. 10
MAY 1982 EDITION
GSA FFMR (4: CFF) 101-11.6
UNITED STATES GOORNMENT

Memorandum

то :	SAC (164-497)	DATE: 12/4/71
FROM :	SA	ьб ь7
вивјест:	UNSUB: NORTHWEST AIRLINES FLIGH PORTLAND TO SEATTLE NOVEMBER 24, 1971 CAA-HIJACKING; EXTORTION OO: SE	r 305
	who	h Hollywood, telephone phone advised shortly after instant sing the name
1	5' 10", 175-180 pounds, and has a shaved head. [glasses and hair,	is a white male, age 30-35 (possibly younger), advised that except for is a "spitting image" of s seen of D. B. COOPER, suspect b6
	impression recent from the Pacific Northwe looking for work, but se	ems to have plenty of money.
Æ.	THE (1) Pure de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de la lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lace de lac	28 contain only one 1967 104-497-97
	Buy U.S. Savings Bona	s Regularly on the Payroll Savings Fran DB Cooper-228.



LA HERE SA SCO PI PLAIN 4:37 AN DITEL 19/5/71 CDC STATTLE (184-11) TO: MANSAS CITY LOS AUGILIS SAN FRANCISCO Thom: Portlaw (164-41) PRISED; NORTHWEST AIRLINES, FLIGHT THREE ZUTO FIVE, PART , DUCYTLEVES DUCKYTHETT DESIGNOU, CAA-HIJACKING, TYTORTION. 00: STATTLE. **b**6 ON PECCHOER FIVE MINETERN SEVENTYONE b7C b7D OREGOUIAN MEMSPAPER AT PORTLAUD ADVICED CHY CLAN TELEFICIATION OF THE PART OF TAKE A CENTROLE BAR OF TAKE CTATED THAT THE THREE WELL MAD PURPETRATED CAPTIONED MATERIA AND BARDS AUD THAT THEY COULD DE LOCATED AT THINE'S בוור בייני רוור 145 7 53 Advised Supr. 8 of Advisid SA

DB Cooper 22837

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ь7С

THE CALLER STATED. THAT HE IS INTERESTED IN COLLECTING A
REMAND FOR THIS INFORMATION AND FILL RECONTACT

AFTER APRESTS ARE MADE. THE CALLER STATED, FAST

KANSAS CITY, LOS ANGELES, AND SAN FRANSICO TELEPHONICALLY ADVISED AND ARE CONLLCTI'NG APPROPRIATE INVESTIGATION.

POPTLAND WILL MAINTAIN CONTACT WITH FOR ADDITIONAL CONTACTS MADE BY CALLER. KANSAS CITY, SAN FRANCISCO AND LOS ANGELES CONJUCT APPROPRIÁTE INVESTIGATION AND REPORT RESULTS TO SEATTLE AND PORTLAND.

HUB

FBI LOS ANGELES

TU CLR

Memorandum

TO: SAC LOS ANGELES DATE: 12/5/71 THOM: SA SUBJECT: UNSUB; NORTHWEST AIRLINES FLIGHT 305, PORTLAND TO SEATTLE, 11/24/71; CAA-HIJACKING; EXTORTION,	
SUBJECT: UNSUB; NORTHWEST AIRLINES FLIGHT 305, PORTLAND TO SEATTLE, 11/24/71; CAA- HIJACKING; EXTORTION,	
PORTLAND TO SEATTLE, 11/24/71; CAA- HIJACKING; EXTORTION,	b6 b7
OO; SE	
At 1:10am this date SA of the Portland office telephonically advised that of a Portland newspaper received an anonymous phone call claiming the following:	b6 b7 b7
were involved in the captioned crime. is supposed to have	ь6 ь7 ь7
At 2:00 am this date the writer telephonically advised SA of the Portland office of the following:	ь6 b7
A review of LA indices resulted in the following: 1. no record. 2. numerous references. 3. Houston, Texas. FBI	b6 b7
A check of the LA Street Atlas indicated that the above address could be a valid one.	
Checks of LA telephone directories and criss-cross directories resulted in no pertinant information.	
LEAD: At will conduct physical check of above captioned residence and advise Portland telegraphically of the results of investigation conducted at Los Angeles.	ь6 ь7
JEF JEF SEARCHED INDUXED SERIALIZED FILED CJC 6 1971 GELES	b6

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22839

ъ6 b7С

	NR 004 SF PLAIN KT	
	9/12PM 12-5-71 MXG NITEL	
	PM SEATTLE (164-81)	
	KANSAS	
	LOS ANGELES	
	PORTLAND (164-41)	
	FROM: SAN FRANCISCO (164-220)	
	UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO	
	SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACKING,	
	EXTORTION, OO: SEATTLE.	
	anionizong our benisher	
	RE PORTLAND TELETYPE TO SAN FRANCISCO THIS DATE.	
	RE PORTLAND TELEPHONE CALL TO SAN FRANCISCO THIS DATE.	
	INVESTIGATION THIS DATE DETERMINED ADDRESS	b6 b7
[ь/ b7
Ĭ	HAS BEEN COOPERATIVE IN THE PAST WITH THIS BUREAU.	
	HE ADVISED THAT	b6 b7
		ь7 b7
	END PAGE ONE SEARCHED INDEXED OF)
<u>153</u>	SERIALIZED FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FILED - FIL	ь6 ь7
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	DB Cooper 22840	

NOT AVAILABLE THIS DATE. NOT AVAILABLE FOR INTER- VIEW THIS DATE. CONFIDENTIAL SOURCE AT COULD NOT FURNISH INFO REGARDING IF ANY, ON THIS DATE. THIS SOURCE WILL ENDEAVOR TO DO SO MONDAY, TWELVE SIX, NEXT. SAN FRANCISCO INDICES REVEALED THE FOLLOWING INFO: (ONE) SAN FRANCISCO FILE NEGRO. DOB SNRA NUMBER PRESENT STATUS NOT AVAILABLE THIS DATE. (TWO) AKA (NUMEROUR OTHER ALIAS) WAS		RECORDS OF INSTANT
CONFIDENTIAL SOURCE AT COULD NOT FURNISH INFO REGARDING IF ANY, ON THIS DATE. THIS SOURCE WILL ENDEAVOR TO DO SO MONDAY, TWELVE SIX, NEXT. SAN FRANCISCO INDICES REVEALED THE FOLLOWING INFO: (ONE) SAN FRANCISCO FILE NEGRO. DOB SNRA NUMBER PRESENT STATUS NOT AVAILABLE THIS DATE. (TWO) SF FILE	NOT AVAILABLE THIS DATE.	
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NEGRO. DOB SNRA NUMBER PRESENT STATUS NOT AVAILABLE THIS DATE. (TWO) SF FILE		12 . 0220 , 2.11
PRESENT STATUS NOT AVAILABLE THIS DATE. (TWO) SF FILE		SMPA NUMBER
(TWO) SF FILE	WEGRO. DUB	
(TWO) SF FILE		
		5•
AKA (NUMEROUR OTHER ALIAS) WAS		
	(TWO) SF FILE	· · ·
	(TWO) SF FILE	ROUR OTHER ALIAS) WAS

PAGE THREE
DESCRIBED: WHITE, DOB
FIVE TEN, TWO ZERO TWO LBS., BROWN HAIR BALDING TO
TOP MIDDLE, EYES COMPLEXION OLIVE. PARENTS ARE
(THREE) SAN FRANCISCO FILE
CAPTIONED
ARRESTED POLICE
DEPARTMENT,
INVESTIGATION AT SAN FRANCISCO CONTINUING.
END
JJS FBI LOS ANGLEXXXANGELES

CLR

ъ6 ъ7С

ь6 b7С

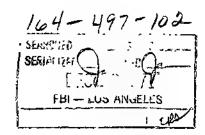
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	ect's name and				Charac	ter of case			
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					Compla	inant	No.		ь7
					Comple	int received			
					1		phonic Date 2/6/7	l rimall:30PM	
Addr	ess of subjec	<u>, , , , , , , , , , , , , , , , , , , </u>	· · · · · · · · · · · · · · · · · · ·			·	nd telephone number		,
	UNK			,		CALI	FORNIA		b6 b7
	Race	Sex	Height	Hair	1	Build	Birth date and Birth;	lace	İ
ν Ä	· . · · · · · · · · · · · · · · · · · ·	Male	40.1.1				_		
Subject's Description	Age	Female	Weight	Eyes		Complexion	1		
Subj	Scars, marks	or other data	<u> </u>	<u> </u>					1
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Fact	s of complain		······································	· · · · · · · · · · · · · · · · · · ·				retern 3	1
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	Lang	ect was	<u>In poses:</u>	aton (³¹ L				
	<u> </u>			2 to -	a		77 2.24.		
	りてごり					ject as fo	llows: white airling, big	male,	
			515"-516				164-49	7 - 10/	
	•	• •	•		-			XED C	
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							l nea	3/1 Jues	b
Acti	on Recommen	ded						cres	p.
	Pani	Le 🗀		\neg					
			(Agent)					DB Cooper	228
			(129cm)				<u></u>	nn coobei	122



Memorandum

то :	SAC LOS ANGELES (164-497) DATE: 12-10-71	
FROM :	SA	ь6 ь7с
subject:	Contact with	
	On 12-10-71 writer interviewed at his place of employment, the Studio City, Cal.	ъ6 ъ7с
	He advised that he is identical with the individual who previously reported to this office that he was once a equainted with a who might be identical with the unsub who escaped from a Northwest Airlines plane on Nov. 24, 1971, with \$200,000.	ь6 ь7с
	said that was about 5'5" tall. In no way could be mistaken for being 5'10" tall. said that does not fit the physical description of unsub.	ъ6 ъ7с

No further action will be taken in this matter.





Memorandum

то	:	SAC, LA (thing 164-1,97) DATE: 12/7/71	
FROM	:	SA	b6 b70
subjec	т:	UNSUB; NWA, etc. HIJACKING	
		Re FD10 SA dtd 12/4/71.	
		On P/7/71 was shown has begraph of composite of Jusub and stated he now believed over years of age. He noted has his need snaved while Unsub has nair. He believed nad plenty of money and said ne saw a twenty dollar bill the other night. In his opinion, composite appears similar in some respects to whom he has seen several times.	b6 b70
		Tel. director reflects furnished by as tel. no., is listed to N. Hwood.	b6 b70
		as follows: Her son is who was torn He has been bald for more than six years and, if he lets his hair grow, has a slight fringe around his head. He keeps his head shaved because he thinks he looks better that way. He started work 12/1/1 as a at the Golden State Health Center (reciperating hospital). He was in San Trancisco, for several months until early when he completed sering time for a shown smokes Camel digarettes, has no military service and has never mentioned imping in a parachute at any time. She described his complexion as pasty white because of the time he spent in After returning to LA from SF, he looked for work during the day and she gave him spending money for incidentals and he manimished usually spent his evenings at a She and her son were alone on Thanksmiving day and also on the day before. Her son has not been out of town since he returned from SF.	6 7C
		In view of age discrepancy, ie, Unsub as being in mid 1.0's and being years old, no firther investigation believed warranted.	ъ6 ъ70



INSERT	
California, home telephone employed by businss telephone advised on 12/6/71 that when he was in the U. Army, assigned to the	b6 b70 b71
On occasion. told he joined the	b6 b70
said this occurred about vears ago when his unit was assigned in The only information he could furnish about was that was born in the lacking of a plane in which the hijacker parachuted from the plane, he immediately thought of	ь71
On 12/6/71, was shown a composite drawing of subject and stated the drawing did not resemble in any way the man he knew as He described as a wnite male, who was years old in and would presently be years of age. The description of unsub was made known to who said it was not similar to	b6 b70 b71

DB Cooper-22846

ъ6 ъ7с

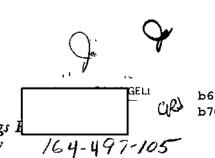


то

Memorandum

TO	:	SAC, LA (16L-497) DATE: 12/7/71	
FROM	:	SA	ь6 ь7с
SUBJEC	F:	UNSUB; NWA ETC HIJACKING	
		On 12/1/71, Firestone Substation, tel. one was who was of the character to full a nijack. He said the description of Unsub in newspaper accounts of incident. Last address known for was He has not seen who was of the character to full a nijack. He said was Cal.	ъ6 ъ7с
	[On 12/6/71, was telephonically contacted and stated ne had not seen for years but that would be the one who could compare composite of Unsub with to determine if identical.	ъ6 ъ7С
		On 12/7/71, us located at her employment at LA. She, described as WM, in middle 60's. 5'L", 140 pounds. graving nair, who works as She was shown a composite of Unsub and stated no resemblance in any way. She said	ъ6 b7С
		Inasmuch as in middle 60's and stated not identical in any way.w/Jns.b, no further investigation to be conducted on	b6 b7С





	•
NRØ14 SE PLAIN	
10:32 PM URGENT 12/8/71 DCA	•
TO LOS ANGELES (164-497)	•
ST. LOUIS	•
FROM SEATTLE (164-81) 1P	•
UNSUB, AKA DAN COOPER; NORTHWEST AIR	LINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTY	FOUR, SEVENTYONE; CAA -
HIJACKING; EXTORTION. OO: SE.	. •
RE:	b6 b7C
AN INDIVIDUAL AT ANCHORAGE, ALA	SKA, HAS ADVISED THAT
	RESEMBLES COMPOSITE OF UNSUB. b6
LAST KNOWN TO RESIDE IN	D/
	· ·
LOS ANGELES - ATTEMPT TO DETERM	INE WHEREABOUTS OF OR 66
OBTAIN PHOTO FOR ELIMINATION.	1.0
ST. LOUIS -	FOR BACK-b7C
GROUND. ARMED AND DANGEROUS P -	
E N D	## 1LU-497-12
NEE FBI LOS AGELES CLR	SEARCHED. 3. INJECT OF 66
· · · · · · · · · · · · · · · · · · ·	1071 ьтс
	, cres
	DB Cooper-22848

TO LOS ANGELES (164-497) SEATTLE (164-81) FROM SAN FRANCISCO (164-220) 1P UNSUB; AKA DAN COOPER, NORTHWEST ORIENT AIRLINES, FLIGHT THREE ZERO FIVE, NOV. TWO FOUR, SEVENTYONE; CAA - AIR PIRACY RE LA TEL, DEC. SEVEN, SEVENIYONE. **b**6 RE SUSPECT ь7С RECORDS, INDICATE **b**6 b7C ONE SEVEN ZERO LBS., DOB FIVE FEET ELEVEN INCHES; OCCUPATION LA HANDLE. // END... NEE FBI LOS ANGELES CLR b6 ь7С SERIALIZED 31971

DB Cooper 22849

NR Ø15 SF PLAINTEXT

7:20PM NITEL 12/8/71 JAK

NRØ49 WA PLAIN 8:55PM NITEL 12-8-71 LRS TO ALL SACS FROM DIRECTOR 2P

NOR JAK

FOR YOUR INFORMATION, THE FOLLOWING PRESS RELEASE WAS ISSUED NATIONALLY THIS DATE.

ATTORNEY GENERAL JOHN N. MITCHELL ANNOUNCED TODAY THAT
A "RANSOM LIST" OF THE KNOWN SERIAL-NUMBERED BILLS THAT WERE
GIVEN TO THE HIJACKER OF NORTHWEST ORIENT AIRLINES FLIGHT THREE
ZERO FIVE ON NOVEMBER TWENTY FOUR, NINETEEN SEVENTY ONE, HAS
BEEN PREPARED AND IS BEING DISTRIBUTED BY THE FBI THROUGHOUT
THE COUNTRY.

FBI DIRECTOR J. EDGAR HOOVER ADVISED THAT THE "RANSOM LIST," THIRTY FOUR PAGES IN LENGTH, CONTAINS THE SERIAL NUMBERS OF TWENTY DOLLAR FEDERAL RESERVE NOTES WHICH WERE PAID TO THE HIJACKER FOR THE RELEASE OF THIRTY SIX PASSENGERS AND TWO CREW MEMBERS. THE HIJACKER BOARDED THE FLIGHT AT PORTLAND, OREGON, AND HIJACKED THE PLANE JUST PRIOR TO ARRIVAL IN STATE END PAGE ONE

pp

DB Cooper 22850

PAGE TWO

WASHINGTON. HE IS BELIEVED TO HAVE PARACHUTED FROM THE BOEING SEVEN TWENTY SEVEN AIRCRAFT WHILE IT WAS IN FLIGHT FROM SEATTLE TO RENO. NEVADA.

MR. HOOVER ADVISED THAT COPIES OF THE "RANSOM LIST"

ARE BEING FURNISHED TO FBI OFFICES AND POLICE DEPARTMENTS

THROUGHOUT THE UNITED STATES, AS WELL AS CERTAIN FINANCIAL

AND BUSINESS ESTABLISHMENTS. HE REQUESTED ANYONE HAVING

ANY INFORMATION CONCERNING THIS MATTER TO IMMEDIATELY

CONTACT THE NEAREST OFFICE OF THE FBI, THE TELEPHONE

NUMBER OF WHICH MAY BE FOUND ON THE FIRST PAGE OF MOST

TELEPHONE DIRECTORIES.

END

NEE FB LOS ANGELES CLR

HOLD

•	
NR Ø5 ME PLAIN	
9:30 PM NITEL 12-8-71 MCP	
TO LAS VEGAS-URGENT	•
LOS ANGELES-NITEL	
SEATTLE-NITEL	
FROM MEMPHIS 164-78 4P	
UNSUB; AKA DAN GOOPER, NORTHWEST AIRLINES	
FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVE	MBER
TWENTYFOUR, SEVENTY ONE; CAA-HIJACKING; EXTORTION	; 00: SEATTLE.
RE LOS ANGELES TELETYPE TO SEATTLE DECEMBER : FOR THE INFORMATION OF LAS VEGAS, REFERENCED	
TELETYPE' INDICATES	. b6 b7c
ADVISES HE	
ARTIST'S CONCEPTION OF UNSUB "LOOKS JUST LIKE	
•	
•	164-497-10
	SERIALIZED SELES b6 b7c
	^ DB Cooper 22852

ij

A	PAGE TWO DESCRIBES HIM AS	
	WHITE MALE, DOB- POB	
	SIX FEET TWO INCHES TALL, TWO HUNDRED	
	POUNDS, BROWN HAIR, BROWN EYES,	
		•
0		
•	CONTACT WITH	
	PERSONNEL DIRECTOR;	_
;		y , 15* 5
- 5		^

END PAGE TWO

ь6 ь7с

ь6 ь7с

AGE THREE
WORKSHEET FOR WEEK-OF NOVEMBER TWENTYTWO
THROUGH TWENTYSIX INDÍCATES WORKED TEN HOURS EACH
DAY' FOR NOVEMBER TWENTYTWO, TWENTYTHREE AND TWENTYFOUR, AND
WAS OFF ON NOVEMBER TWENTYFIVE AND TWENTYSIX
·
EMPLOYMENT RÉCORDS FURTHER INDICATE
LAS VEGAS, AT-LAS VEGAS,
REVIEW OF AVAILABLE EMPLOYMENT RECORDS
AND INTERVIEW OF APPROPRIATE SUPERVISORS, DETERMINE
ACTIVITIES AND LOCATION THROUGHOUT
PERTINENT PERIOD.

· END PAGE THREE

b7C

ь6 ь7С FAGE FOUR

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS. P.

END

RWM

FBI LOS ANGELES

NR ØØ6 LV PLAIN	
1026 PM NITEL 12-8-71 EB	
TO SECTILE 1 64-81	
LOS ANGELES 164-497	
MENPHIS 164-78	
FROM LAS VEGAS 164-60	
	į
UNSUB; AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO)
FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTY-ONE;	
CAA - HIJACKING; EXTORTION; OO: SEATTLE	
•	ļ
RE MEMPHIS TEL DECEMBER EIGHT INSTANT.	,
RE SUSPECT	
RETEL INDICATES DESCRIPTION TO BE AT VARIANCE WITH	b6
BEST DESCRIPTION AVAILABLE FOR HIJACKER IN THAT	ъ7с [°]
YEARS OLD, IS SIX FEET INCHES TALL, AND HAS	
FLIGHT PERSONNEL FURNISH	IED .
NO INFORMATION .	
RETEL FURTHER INDICATES SIGNED AND VERIFIED WORKSHEET FOR	,
INDICATES HE WORKED TEN HOUR EACH FROM NOVEMBER TWENTY-TWO	ь6 ь7с
THROUGH TWENTY-FOUR LAST, WHICH IS DURING PERTINENT PERIOD OF	
'HIJACK.	
FOR INFORMATION,	b6 b7C
LIAISON	
END PGE ONE	109
12-7-11 1071	
	b6 b7C
7	3
.//	DB Cooper-22856



PAGE TWO

LV 164-6Ø

CONTACT WITH

SUPERVISORY OFFICIALS WOULD BE BROUGHT TO HIS ATTENTION.

IN VIEW OF ABOVE DISCREPANCIES IN DESCRIPTION, INCLUDING

TIME CARDS SHOWING HIM TO BE AT WORK

ON NOVEMBER TWENTY-FOUR LAST, LAS VEGAS NOT CONDUCTING INQUIRIES
IN ABSENCE OF SOMPELLING REASONS TO THE CONTRARY. IF INQUIRIES
NECESSARY, SUGGEST MEMPHIS ATTEMPT TO OBTAIN PHOTOGRAPH FOR
DISPLAY TO APPROPRIATE FLIGHT PERSONNEL.

END

DPK FBI LOS ANGELES

ACK FOR SIX TELS

TKS AND CLEAR

b6

b7C

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Approved: ___

Special Agent in Charge

FBI

		Date: 12/7/71	٠
tansm	nit the following in	(Type in plaintext or code)	
•	AIRTEL	AIRMAIL	
ia —		(Priority)	
	TO FROM SUBJECT	: SAC, ALBANY SAC, SEATTLE (164-81) : UNKNOWN SUPTION Dan Cooper NORTHWEST AIRLINES FLIGHT 305 PORTLAND TO SEATTLE 11/24/71 CAA - HIJACKING; EXTORTION 00: Seattle	b b
	pertine 11:00 p Thanks; a possi determi pertine no furi done re forware	Reference Seattle letter to Albany dated 11/30/71. Referenced letter sets forth background information ning captioned matter and indicates that the ent area of time involved is between 2:00 p.m. and p.m. on November 24, 1971, which was the day before giving. When information is developed indicating the suspect in this matter, offices are requested to ine the whereabouts of the suspects during the ent period of time and if this can be done readily, ther investigation is necessary. If this cannot be eadily, glossy photographs should be obtained and ded with copies to Minneapolis, Portland and Seattle splay to witnesses at those locations.	
	whereal	If this does not resolve the involvement of the t, leads will then be set forth to establish his bouts at the pertinent time. These leads should all ered as quickly as possible.	0
	2 - A1: 2 - Se	l Field Offices	
	JSD:jl	1 //	ll b
	(118)	ا" دالاعلام الله الله الله الله الله الله الله ا	<u>L</u> 1:

SE 164-81

It is requested that all communications regarding this matter have sub-captions listing the name of the suspect to which the communication relates, listing the sub-caption at the top of the communication setting it forth as RE: (listing the name of the suspect). Offices are further requested to limit communications to one suspect per communication for the purpose of simplifying the administration by the office of origin.

THIS INDIVIDUAL IS BEING SOUGHT IN CONNECTION WITH THE EXTORTION OF \$200,000 FROM MORTHWEST AIRLINES BY THREATENING THE CREW OF THE AIRLINE WITH A PACKAGE WHICH HE STATED CONTAINED A BOMB. HE SHOULD BE CONSIDERED DANGEROUS.

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Transmit in	(Pnority)

TO:

SAC, Albany

LEGATS Ottawa

Mexico City

TRO

Director, FBI (164-2111)

''CHANGED'' NORJAK

The title is marked "Changed" to reflect the code word "NORJAK" to facilitate the handling of the numerous communications in connection with this investigation. This matter was formerly captioned, "Unsub; Northwest Airlines Flight 305, 11/24/71, CAA - Hijacking. 00: Seattle." All offices are instructed to use the code word "NORJAK" in all communications in this investigation.

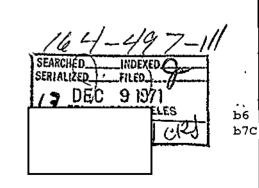
In connection with the additional dissemination of the ransom list already furnished the field, all offices are instructed to further disseminate this list on any basis considered practical and appropriately advise the Bureau and office of origin of any positive information developed. The loot in this matter consists entirely of \$20 bills and it is questionable that large banks and bank-type institutions would effectively screen their \$20 bills due to the volume of this type of bill that would be handled.

All offices should insure that the composite drawing of the unknown subject is thoroughly disseminated to parachute clubs and associated groups with particular attention being

2 - All Field Offices

(Do not type below this line.)

100 164-497-15



Date 12/7/71

Airtel to SAC, Albany LEGATS Ottawa Mexico City

Re: NORJAK

given to individuals named Cooper whose description fits that of the unknown subject. All leads in this matter are to receive immediate and extensive investigative attention and are to be set out by telephone and confirmed by teletype. Keep the Bureau and the Seattle Office currently advised of all pertinent developments.

Consider the unknown subject dangerous.

`Memorandum

•	LVAUITO
го :	SAC, LOS ANGELES (164-497) (P) DATE: 12/9/71
FROM :	SA
SUBJECT:	NORJACK CAA
	On this date, home phone work phone telephonically contacted office and advised as follows:
	Los Angeles, but in the years he was an for BOING, maker of 727 used in captioned matter. Due to the crash of a Corsair, an airplane with rear air doors similar to these on the 727, crash being caused by accidental opening of rear air doors, Boing conducted a test to determine effect on the 727 if rear air doors were accidentally opened in mid-flight. The test was conducted at 10,000 feet, at 140 knots, very close to the stall-out speed of the airplane. Flaps and wheels were down. The rear air door was opened, and maximum hydraulic pressure was exerted, opening the door a total of 12 inches. Doors could not be forced open any further, therefore test discontinued.
	The test as described was conducted by the Boing company in Seattle, in about 1963. On the flight was other aboard were and (FNU) Flight test plane was the E - 2. There was a cameraman on board, and advises there is a record of the test on film.
	stated that he furnished information to Bureau because he had mentioned test to several pilot friends, who recommended that he notify the FBI.
	JCB/jcb (1) 164-497-112 SEARCHED INDEXED SERIALIZED FILED 1971



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b6 b7С

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We Americans are suckers for originality.

And alias D. B. Cooper was highly original. He exited from a 727 in flight with \$200,000 strapped to his middle-aged body, and no one had thought of doing that before.

Washington sociologist, thinks Cooper cornered the public fancy for reasons far more complex. "It was an awesome feat in the battle of man against machine," he said. "One man overcoming, for the time being anyway, technology, the corporation, the Establishment and the system."

People-watchers with Ph. D.'s are always carrying on like that. Skip a stone facross a puddle and they accuse you of manifesting a desire to walk on water. Tell them you almost have to admire a middle-aged man who parachutes from a 727 with \$200,000, and they suggest it's actually gratitude you're feeling because he beat the Establishment.

D. B. Cooper was not out to beat the Establishment for us. Nor the corporation, the system or technology. He was out to beat Northwest Airlines out of 200 grand. For himself. For the same, simple, greedy reasons anyone would like to get their hands on 200 grand.

The public does not consider D. B.

Cooper altoro.

Like I said before, we're just suckers

cooriginality.

(Indicate page, name of
newspaper, city and state.)
A-14 Herald-Examiner
Los Angeles, Calif.
<u> </u>
l

20/0/77
Date: 12/9/71
Edition: Thursday Latest
Author:
Editor:
Title:
Character:
Or Characters
Classification:
Submitting Office:Los Angeles
1
Being Investigated
111/10 - 0
164-497-113
SEARCHED (INDEVED COM

SPECT 9 1971 FBI - LOS ANGELES

DB Cooper 22863

S-PECIAL

NR Ø2 SC CODED

4:15 PM URGENT 12-9-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

LOS ANGELES

SAN DIEGO (164-91)

FROM SACRAMENTO (164-50) 2P

NORJAK. OO: SEATTLE.

RE SAN DIEGO AND SACRAMENTO TELS, DEC. EIGHT, LAST.

FOR INFO BUREAU AND SEATTLE, INCLEMENT WEATHER, SACRAMENTO DIV., THIS DATE CAUSED CANCELLATION OF USAF PHOTO RECONNAISSANCE FLIGHT AND RENTAL AIRCRAFT SEARCH OF PATH OF HIJACKED AIRCRAFT.

DESCRIBED AS WMA, BORN FIVE FEET ELEVEN,

ONE HUNDRED FOFTY POUNDS, BROWN HAIR, BROWN EYES.

CALIF. DEPT OF AGRI-

CULTURE, ADVISED THIS DATE

END PAGE ONE

handing

1971

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ь7С

DB Cooper-22864

SC 164-5Ø
PAGE TWO
DEC. THREE, LAST, AND LISTED RESIDENCE AS
NO PHOTO AVAILABLE.
LOS ANGELES AT RESOLVE WEATHER
IDENTICAL WITH UNSUB THIS CASE.
UNSUB CONSIDERED DANGEROUS.
END.
•
LLS
FBI LOS ANGELES CLR TU

b6 b7C

b6 b7С

	4		FBI			; ;
		T) T A TEN MONTH T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Date:	12/9/71		
nit the follo	wing in	PLA INTEXT	e in plaintext	or code)		-
TELETY	PE	URC	GENT			
			(Pric	rity)		
TO:	SAC, SAC, SAC, SAC,	SEATTLE (164- PORTLAND (161- KANSAS CITY SAN FRANCISCO	-81) U 4-41) O (164-22	20)		
FROM:		LOS ANGELES				
:	NORJAK.					
EIGHT,	LAST.	ANCISCO TELETY	YPE TO SI	CATTLE, DA	TED DECEM	ÆER
EIGHT,	IAST. SUBJECTS:	ANCISCO TELETY		CATTLE, DA	TED DECEM	ÆER
EIGHT,	IAST. SUBJECTS:	ER EIGHT, LAS			KNOWN AS	SSOCIATES
EIGHT,	IAST. SUBJECTS: ON DECEMBE		r,		KNOWN AS	

LA 164-497
b6 b7
PURPOSE OR DETAILS OF
TRIP, UNKNOWN.
SHE STATES 66
REVIEW OF LOS ANGELES COUNTY SHERIFF'S OFFICE RECORDS
REVEALS NINETEEN FIFTY TWO KEDLEORD S/W, CALIFORNIA LICENSE
b6 b7
WAS ABANDONED NOVEMBER SIX,
LAST, IN CAR IMPOUNDED AND OWNER,
IDENTITY UNKNOWN, MADE NO EFFORT TO RECOVER. SEARCH OF
VEHICLE BY BUREAU AGENTS ON DECEMBER EIGHT, LAST, FAILED TO
DEVELOP ANY PERTINENT INFOMATION.

LA 164-497 REINTERVIEW OF CALIFORNIA. PENKNOWN IN CONTACT[WHEREABOUTS. SINCE NOVEMBER SIX, LAST. INVESTIGATION AT GREYHOUND BUS DEPOT, CALIFORNIA, LOS ANGELES, CALIFORNIA, FAILED TO DEVELOP ADDITIONAL INFOR-

JOB APPLICATIONS OF FORMER EMPLOYMENTS OF

MATION REGARDING

b7C

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b7C

b7C

LA 164-497

REVEALED	A WHITE MALE, BORN
	SIX FEET, ONE FIFTY FIVE
POUNDS, BROWN HAIR, AND EX	YES, WITH SOCIAL SECURITY NUMBER OF
	NCIC
NEGATIVE.	
EMPLO	YED AT
	ASSOCIATE OF
	NO ADDITIONAL INFORMATION.
NAME OF	ARTISTS: CONCEPTION OF UNKNOWN
SUBJECT, HOT KNOWN TO ANYO	ONE INTERVIEWED AND NO ONE IDENTIFIED
AS BEING ASSOCIATED WITH I	PARACHUTING.
KANSAS CITY AT	MISSOURI: INTERVIEW
F(OR INFORMATION REGARDING HIS WHERE-
ABOUTS AND DETERMINE ADDRE	ess of
TNVESTIGATION AT LOS	S ANGELES CONTINUING.

INVESTIGATION AT LOS ANGELES CONTINUING.
SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

b6 b7С

b6 b7C

b6 b7C

b6 b7C

NRØØ6 MP PLAIN 649PM NITEL 12-9-71 AGL TO LOS ANGELES PORTLAND 164-41 SEATTLE 164-81 FROM MINNEAPOLIS 164-73 3

UNSUB, AKA D.B. COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST; CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE PORTLAND TELETYPE TO LOS ANGELES DECEMBER EIGHT,

LAST.
ON DECEMBER NINE, INSTANT,
ADVISED THAT RETAINS
AS A MAILING ADDRESS ONLY.
MAIL TO HIM ONCE A WEEK TO AN
ADDRESS DESIGNATED BY HIM.
MAIL TO
END PAGE ONE
Mellane and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second
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DE OF Q 1971
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> **b6** b7C

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PAGE	T TWO	
MP	164-73	
	,	b6 b70
LAST	ADVISED	
	HOWEVER, SHE DOES NOT KNOW WHAT	
TYPE	OF BUSINESS HE IS ASSOCIATED WITH.	
	FURNISHED THE FOLLOWING DESCRIPTION BASED	ь6 ь70
ON		2
	HEIGHT - FIVE FEET TEN	
	WEIGHT - TWO HUNDRED POUNDS	
	HAIR - BROWN, MEDIUM LENGTH	
	AGE - EARLY FORTIES	
,	ADDRESSES THAT ARE	ь6 ь70
FREG	QUENTLY USED BY	
"	NUENTLY USED BY COTES Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cotes Cote	U
		Ą
`	/2 druppmed con	\$1 .j. "
END	PAGE TWO	

PAGE THREE
MP 164-73
PORTLAND AT OREGON, CONDUCT INVESTIGATION
TO DETERMINE IF
ATTEMPT. TO DETERMINE IDENTITY OF OCCUPANT OF
ON DECEMBER THREE, LAST, AT PORTLAND
INTERNATIONAL AIRPORT:
PENDING.
END :
CORR: HEADING SHD'READ:
FROM MINNEAPOLIS 164-73 3P
LRS FBI LOS ANGELES CLR

b6 b7С

b6 b7С

NRØØ3 KC PLAIN 150PM URGENT 12-10-71 PLG TO LOS ANGELES 164-497 FROM KANSAS CITY 164-80 NORJAK. b6 RE SUSPECT b7C ADVISED IS POSS-THEY BASE THIS OPINION ON IBLY RESPONSIBLE FOR CAPTIONED CRIME. ь7С b7D ARTIST'S CONCEPTION VIEWED BY THEM. WHEREABOUTS UNKNOWN. b6 DESCRIBED AS WMA, DOB b7C FIVE FT. NINE, ONE SIXTYEIGHT LBS. BROWN HAIR, BLUE EYES, FAIR COM-PLEXION. FBI NO. NO RECENT PHOTO AVAILABLE. b6 REVIEW LOS ANGELES. AT OBTAIN MOST RECENT PHOTOS. FURNISH TO MINNEAPOLIS, PORTLAND AND SEATTLE. ARMED AND DANGEROUS. Fred. Debuch supush . P END DLK FBI LOS ANGELES CLR

DB Cooper-22878

Indices FD-160	Search CRov.	Si: 3-23-	n)





	Social Security Accoun	nt #	- 1.0
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	_		- "
Birth Date	Birthplace	Race, Sex	-
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Main Criminal Case Files Only Criminal References Only			-
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		Remarks	<i>-</i> -
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NR Ø2Ø SC PLAINTEXT	
1117PM NITEL 12-10-71 LCH	
TO LOS ANGELES .	
SEATTLE (164-81)	
ROM SACRAMENTO (164-59) (2P)	
DRJAK. 00: SEATTLE.	
	1
ON DECEMBER NINE, LAST,	j
, ADVISED COMPOSITE PHOTO-	
RAPH OF HIJACKER APPEARING IN SACRAMENTO BEE ON NOVEMBER THENTY-	
IGHT CLOSELY RESEMBLED	b
TATERUTEUR AND DECORTOR AND ACTUALTS MALE OLVERST ONE	b
INTERVIEWED AND DESCRIBED AS WHITE MALE, SIX FEET, ONE	
EVENTY POUNDS, THIRTY-SIX TO THRITY-EIGHT YEARS, DARK BROWN HAIR, EYES, OLIVE COMPLEXION.	•
	•
END PAGE ONE	
· had	b
SEARCHED IN ANDEXED SERIALIZED FIELD	120
17-3-11-4: 10-1971 GELES	~2

DB/Cooper-22882

PAGE TUO	
SC 164-5Ø)	
TELEPHONE	
CALIFORNIA LAW ENFORCEMENT TELECOMMUNICATIONS SY	STEM(CLETS)
INDICATED	
, AND DESCRIBED WHITE MALE, SIX FEET O	NE, ONE EIGHTY
POUNDS, BROWN HAIR, EYES, BORN	
HOLDS CALIFORNIA DRIVER'S LICENSE	
	•
SACRAMENTO INDICES NEGATIVE FOR	
. LOS ANGELES ASCERTAIN WHEREABOUTS NOVEMB	ER TWENTY-FOUR, //
LAST, AND PRESENT LOCATION. IF LOCATION CANN	NOT BE VERIFIED (
FOR THESE DATES, ADVISE SEATTLE.	·
COPY OF DRIVER'S LICENSE WITH PHOTOGRAPH FOLLOWI	NG UNDER
SEPARATE COVER FOR LOS ANGELES AND SEATTLE.	
END	
HOLD	

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ь6 ь7С

	•	٠ -	1
		FBI	J
		Date: 12/10/71	
ansm	it the following	n PLAINTEXT	
	_	(Type in plaintext or code)	
· —	TELETYPE	URGENT (Priority)	
	TO:	sacs seattle (164-81) ()- PORTLAND (164-41) KANSAS CITY SAN FRANCISCO (164-220)	
	FROM:		
	NOF	RJACK	
	RE	LOS ANGELES TELETYPE TO SEATTLE DECEMBER NINE LAST.	
	sus	SPECTS:	
	sus		
:	SUS	DECEMBER NINE LAST,	
	sus	DECEMBER NINE LAST,	
	SUS	DECEMBER NINE LAST,	
ſ	SUS	DECEMBER NINE LAST,	1 1
	SUS	DECEMBER NINE LAST, HE	1 1
	ON	DECEMBER NINE LAST, HE COULD FURNISH NO	1 1
	ON ADVISED	DECEMBER NINE LAST, HE COULD FURNISH NO PION CONCERNING CURRENT WHEREABOUTS, CLAIMS	1 1
	ON ADVISED INFORMAT	DECEMBER NINE LAST, HE COULD FURNISH NO	1 1
	ON ADVISED	DECEMBER NINE LAST, HE COULD FURNISH NO PION CONCERNING CURRENT WHEREABOUTS, CLAIMS	1 1

LA 164-497	
PAGE TWO	
	6 7C
RESEMBLING ARTIST'S CONCESPTION OF UNKNOWN SUBJECT.	Ĩ
TECORD FOR I FOL NUMBER I	6 7C
LOCATED LOS ANGELES POLICE DEPARTMENT.	Ĭ
NO RECORD IDENTIFIABLE WITH LOS ANGELES SHERIFF'S b	6
OFFICE.	7c
ALL PERSONS INTERVIEWED THIS PHASE PLEDGED TO NOTIFY FBI	, ,6
TR' WHEREAROU'US OR I TOR ANY OFFICE DEPARTS	7c

LA 164-497	
PAGE THREE	-
POSSIBLY RELATED ARE LEARNED. ALL AGREE	ь6 ь70
	2,0
CRIMES.	-
]
TELEPHONICALLY CONTACTED FBI,	
	ь6 ь7с
DENIED INVOLVEMENT IN CAPTIONED MATTER AND SAID	b6 b70
WAS WANTED BY LOCAL AUTHORITIES,	
LOCATION UNKNOWN, AND THEREFORE, REFUSED TO TALK TO POLICE.	
STATED HE WOULD	ъ6 ъ70
RETURN TO	
AREA AND	

LA 164-497	
PAGE FOUR	ha i O n a i lar
АТ	MISSOURI OHIMAN: INTERVIEW
A	S SET OUT IN REFERENCED TELETYPE DECEMBER NINE
LAST, TO ASCERTAL	WHEREABOUTS OF AND IDENTIFY ALLEGED
ASSOCIATES FROM	
MINNO CITETECT CHOIC	TO DE CONCIDED DE ATTENDA TO DANCEDOIG

ъ6 ь7с · Y

NR ØØ4 PD PLAIN

6:15 PM NITEL 12-11-71 RMB

TO: SEATTLE (164-81)

LOS ANGELES

FROM: PORTLAND (164-41) 2P

MORJAK

RE MINNEAPOLIS NITEL TO LOS ANGELES AND SEATTLE, DECEMBER NINE, SEVENTYONE. b6 , ь7С ADVISED HE IS SAME ADDRESS. ADVISED ON DECEMBER THREE, LAST, Ъ6 HE ADVISED AND HE IS ь7С CLOSELY RESEMBLES THE SKETCH OF THE ADVISED b6 b7C IS DEFINITELY NOT HIM. UNKNOWN SUBJECT; HOWEVER, END PAGE ONE SEMALIZED ... ъ7С

DB Cooper-22888

PD 164-41
PAGE TWO
HE DESCRIBED AS WHITE MALE, AGE BUT LOOKS .
FIVE FEET, NINE INCHES; ONE HUNDRED SIXTYFIVE POUNDS; BROWN
HAIR; EYES; AND WEARS DARK GLASSES MOST OF THE TIME.
PORTLAND CONDUCTING NO FURTHER INVESTIGATION CONCERNING
LOS ANGELES DISCONTINUE EFFORTS TO LOCATE
PENDING
END
FBI LA JCD
CLR ·

WITH PD

ь6 b7С

b6 b7С

NR ØØ5 SF PLAINTEXT 7:03PM NITEL 12/11/71 JAK TO SEATTLE (164-81) LOS ANGELES (164-497) KANSAS CITY (164-80) PORTLAND (164-41) FROM SAN FRANCISCO (64-220) IP MORJAK. b6 RE LA TEL TO SE, PD, KC, AND SF, DEC. NINE, LAST, RE ь7с b6 ADVISED b7C INSTANT DATE QUESTIONING THE FBI INQUIRY CONCERNING HIM. HE ADVISED THAT HE WOULD NOT TALK TO FBI AGENTS PRIOR TO SEEING HIS LAWYER, AND THAT HE HAD NOTHING TO DO'WITH ANY HIJACKING. KC ATTEMPT TO CONTACT ъ6 b7C ON NOV. TWENTY AND ASCERTAIN WHEREABOUTS OF FOUR, LAST. ----SUBJECT SHOULD BE CONSIDERED ARMED AND DANGERQ END ... SERIALIZED FILLO DJiji b6

DB Cooper-22890

FBI LOS AUGELES CLR

ь6 ь7с

NITEL

TO: SEATTLE (164-81)
FROM: SAN FRANCISCO (164-220) NORJAK.
RE LOS ANGELES TELETYPE, DECEMBER SEVEN LAST.
RE SUSPECT
ADVISED EIPLOYED BY
THE LAST KNOWN
ADDRESS FOR b70
WHICH DOES NOT
RESEMBLE THE ARTIST'S CONCEPTION OF UNSUB. THESF RECORDS
REFLECT DESCRIBED AS WEA, BORN
FIVE FEET NINE INCHES, ONE HUNDRED FORTY
FOUNDS, NO HAIR OR EYE COLOR INDICATED.
SAN FRANCISCO AT WILL ATTEMPT TO LOCATE AND
INTERVIEW AT THE ABOVE ADDRESS TO DETERMINE HIG 5- 66 b7c
1 - San Francisco 1 - Los Angeles (Info.) (AM)
DB Cooper-22891

SF 164-220 BHC/cad

PAGE TWO

WHEREABOUTS ON PERTINENT DATE.

AM COPY TO LOS ANGELFS.

NRØØ1 DL PLAIN

NITEL DATED 12-13-71 SENT 1:55AM 12-14-71 TPR

PUBLICATION CALLED THE "PARACHUTIST".

TO SEATTLE (164-81)

LOS ANGELES

SAN FRANCISCO

FROM DALLAS (164-191) .

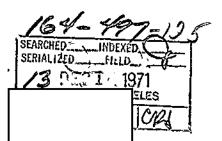
NORJAK

ASSOCIATION, ADVISED TODAY EIGHTY PER CENT OF THE PARACHUTISTS AND SKYDIVERS BELONG TO THE U. S. PARACHUTE ASSOCIATION (USPA) BOX ONE ZERO NINE, MONTERREY, CALIFORNIA AND RECEIVE A MONTHLY

PUBLISHES THE "SKYDIVER" MAGAZINE, ADDRESS P.O. BOX FORTY-FOUR, BUENA PARK, CALIFORNIA.

LOS ANGELES AND SAN FRANCISCO SHOULD CONTACT ABOVE TWO
ORGANIZATIONS IN THEIR RESPECTIVE TERRITORIES. DETERMINE IF
END PAGE ONE





Rah

b6 b70

b6

b7C

b7C

PAGE TWO 164-191

THEY WILL PUBLISH THE COMPOSITE DRAWING OF UNKNOWN SUBJECT.

ASCERTAIN DEGREE OF COVERAGE WHICH CAN BE EXPECTED. NOTIFY

SEATTLE AND BUREAU. DALLAS HOLDING LEAD IN ABEYANCE TO CONTACT

PARACHUTE, SKYDIVER AND AFFILIATED ORGANIZATIONS.

CONSIDER UNSUB DANGEROUS.

END

BCD FBI LOS ANGELES CLR

6 (Rev. 5-22-	4)	•	94 UP				
			ηι ω FBI		į		
			Date: 12/	13/71			
mit tha fall	owing in	PLA		- , , -	i		
smit the ioi.	owing in	(Тур	e in plaintext or cod	e)			
TELETY	PE	NIT	EL (Priority)				
то:	SAC,	SEATTLE (164-	81) W		· 	-	
FROM:		LOS ANGELES (The Park				
	,	(Commence of the second				
	NOD TATE						
	NORJAK.						
	PREVIO	NATION OF SAN	BEA	RS STRIK	ING RESEM	BLANCE	þ,
TO AI		TCH OF UNSUB.					1
	DURING INT	ERVIEWS OF					
		SUSPECT, THES			OULD DISC	OUNT	
	во	PRN			HAIR,		
					164-49	7-12/	red r
crs/F	OUTTE (AM)	1 /		4			-
(2)	- V. 9	1/	<u>5</u> ≠ -	5:20 5:20		· · · · · · · · · · · · · · · · · · ·	1
	grafile.	pk W			- 11	· : •	ra
Approved:		ent in Charge	Sent	М	Per Per Per : 1969	DB Coop	er-2

PAGE TWO
EYES, ONE NINE FIVE POUNDS, SIX FEET ONE INCH, CURRENTLY
RESIDING IN AREA AND A
CALIFORNIA. LAST SEEN AT
NOVEMBER TWENTY SEVEN LAST, FOLLOWING
HIJACKING, AND WEARING
SAN DIEGO CONDUCT LOGICAL INVESTIGATION TO ESTABLISH
WHEREABOUTS AND INTERVIEW IN EFFORT TO DEVELOP SUSPECTS
IN THIS MATTER.
ARMED AND DANGEROUS.
RITTE ADVISED ATR MATL. PENDING.

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ь6 b7С

ь6 ь7с

FD-36 (Re	ev. 5-22-64)		
		F B I	
		Date: 12/13/71	ь6 ь7с
Transmit	the following in	PLAINTEXT	
77.	TELETYPE	(Type in plaintext or code) NITEL	
Via		(Priority)	
	FROM: SAC,	SEATTLE (164-81) CANSAS CITY (164-80) PORTIAND (164-41) LOS ANGELES (164-497) ANCISCO TEL TO SEATTLE DECEMBER ELEVEN LAST.	
WEET 4	RE SUSPECT	CONTACTED FBI, IOS ANGELES THIS DATE.	ь6 ъ7с
	INTERVIEWED AT		ь6
		HE DENIES ANY	b7C
	ANYONE WHO IS A	APTIONED MATTER, IDENTITY OF OR A PARACHUTIST. UNABLE TO EXPLAIN WHY ANYONE AS PRINCIPAL AND CLAIMS FEAR OF PLANES. HAS	Ì
	NO KNOWLEDGE OF	F AIRCRAFT OPERATIONS. VOLUNTARILY	
	crs/lme	SE-939 VC-0417	b6 b7c
Āpp	roved: Special Age	Sent SF-956 M Per DB COOP ont in Charge *U. S. GOVERNMENT PRINTING OFFICE : 1969 O - 346-693 (11)	ටිපි er-22901

LA 164-497 PAGE TWO	
TRAVELED TO FBI OFFICE TO HAVE PHOTO TAKEN.	b6 b7С
	ь6 ь7с
	ъ6 ъ70
	ь6 ь70

DB Cooper-22902

LA 164-497 PAGE THREE	
	b6 b70
DECEMBER NINE LAST, WHEN HE LEARNED FBI WAS LOOKING FOR HIM.	
	ъ6 ъ70
ON NOVEMBER TWENTYSEVEN HE WAS ARRESTED	
STATES SEVERAL VISITS MADE TO] b6 b70
AND MAY HAVE BEEN THERE DURING PERTINENT PERIOD.	
PLANS RETURN TO	b6 b70
HIS DESCRIPTION SAME AS PREVIOUSLY SET	
FORTH.	

LA 164-497 PAGE FOUR

LOS ANGELES FORWARDING PHOTOGRAPH OF VIA	AIRTEL.
KANSAS CITY AT KANSAS CITY MISSOURI, DISCONTINUE	EFFORTS
TO LOCATE	
PORTLAND INTERVIEW	
IN AN EFFORT TO ESTABLISH WHEREABOUTS DURING	PERTINENT
PERIOD. IF NECESSARY CONTACT	
UNKNOWN SUBJECT SHOULD BE CONSIDERED DANGEROUS.	

ь6 b7С

> b6 b7С

NRØ13 SE PLAIN

1039 PM URGENT 12/13/71 FEE

TO WFO

NEW YORK

LOS ANGELES FROM SEATTLE (164-81) 1P

NORJAK.

RE D.B. COOPER LETTER.

THE SEATTLE TIMES. SEATTLE. HAS TURNED OVER TO THE SEATTLE OFFICE A LETTER RECEIVED BY THE NEWSPAPER TODAY ADDRESSED TO THE MANAGING EDITOR OF THE SEATTLE TIMES, BEARING THE POST MARK "U.S. POSTAL SERVICE. WA NINE EIGHT ZERO" WITH THE DATE DECEMBER ELEVEN. SEVENTY-ONE. POSTMARK INDICATES LETTER WAS MAILED IN THE GREATER SEATTLE AREA, BUT OUTSIDE THE CITY OF SEATTLE ITSELF. THE LETTER SIGNED "D.B. COOPER." HE CLAIMS HE LEFT NI FINGERPRINTS. THAT HE WORE A TOUPEE, AND WORE PUTTY MAKE-UP.

LETTER INDICATES COPIES WERE SENT TO THE WASHINGTON POST. THE NEW YORK TIMES AND THE LOS ANGELES TIMES.

WFO. NEW YORK AND LOS ANGELES ARE REQUESTED TO OBTAIN. IF POSSIBLE, THE COPY OF THE LETTER RECEIVED BY THE INDICATED NEWSPAPER AND FORWARD SAME TO LABORATORY FOR APPROPRIATE LABORATORY EXAMINA-TION, INCLUDING USE OF THE TYPWRITER AND FOR LATENT FINGERPRINT EXAMINATION. SEATTLE IS FORWARDING TODAY ITS COPY OF INSTANT

END

JJS FBI LOS ANGELES

Serialized 💯

b6 ъ7С

°D\$46 ₹	lev. 5-22-64)	
		FB!
	•	Date: 12/13/71
ansmit	t the following in	(Type in plaintext or code)
ā	AIRTEL	AIR MAIL (Priority)
	TO:	SAC, SEATTLE (164-81)
١,	FROM:	SAC, LOS ANGELES (164-497) (P)
	SUBJECT:	NORJAK .
	and 12/2/	Re Los Angeles teletypes to Seattle, dated 11/26/71
ļ		RE SUSPECTS
	Californi stated	a, previously advised that had once he could hijack a plane.
	years ago	<u>-</u>
	artist's advised sketch. of age ir age.	It was further ascertained that was years
	avid skv stated	Los Angeles County Sheriff's Office, y furnished information that one was an diver and type of character to pull a hijack. He is the person who could furnish information concerning He added he had not seen personally for years.
	employmer	On 12/7/71, was interviewed at her ot, Los
	2 - Seatt 2) - Los / crs/jal (4)	Ingeles OFFICE COPY - OFFICE COPY - 104-497-130

Approved: Special Agent in Charge

DB Cooper-22906

LA 164-497

Angeles, and stated She described as white male, mid 60's, 5 feet 4 inches, 140 pounds, graving hair, employed as California.
After viewing the artist's sketch of the unknown subject, she stated there was no resemblance between this sketch and
In view of above, neither are being considered logical suspects in this matter at this time.

UNKNOWN SUBJECT SHOULD BE CONSIDERED DANGEROUS.

ь6 **]** ь7с

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b6 b7C

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*1), S, GOVERNMENT PRINTING OFFICE : 1969 0 - 346-090 (11)

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		Date: 12/14/71	
Transn	nit the following 11	PLAIN	
		(Type in plaintext or code)	
Via _	TELETYPE	URGENT	
		(Priority)	
	TO:	SAC, ST. LOUIS SAC, SEATTLE (164-81)	
1	FROM:	SAC, LOS ANGELES (164-497)	
	NORJA	.K.	
	RE SE	CATTLE TELETYPE TO LOS ANGELES AND ST. LOUIS,	
	DECEMBER E	TIGHT LAST.	
	KE SU	SPECT	
	IT IS	TO BE NOTED THAT INVESTIGATION HAS DETERMINED)
ŀ	CORRECT SI	PELLING FOR SUSPECT IS	
	AS PREVIOU	ISLY SET FORTH.	
ļ	INVES	STIGATION AT LOS ANGELES HAS LOCATED	
		ADVISES	3
		YEARS OLD, HAS LONG HAIR, AND	
	HE PROVIDE	D AN ADDRESS FOR LOS ANGELES	
	CORROBORAT	ring information furnished 164-49	7-131
	ST. I	COUIS DISCONTINUE. SEARCHED	-
	ARMEI	AND DANGEROUS. PENDING SERIALIZED	; -
	Dcrs/kah	51.20 CA	-
L	(1)	51 19 19	
į	Approved:	Sent SE 12 PM Per CA	PB Cooper-
) pp	cial Agent in Charge *v. s. government printing office: 186	69 O - 346-090 (11)

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

Race: White Sex: Male Age: Mid 40s

Height: 5' 10" to 6'

Weight: 170 to 180 pounds
Build: Average to well built
Complexion: Olive, Latin appearance,

medium smooth

Hair: Dark brown or black, normal

style, parted on left, combed back; sideburns, low ear level

Eyes: Possibly brown. During latter

part of flight put on dark, wrap-around sunglasses with

dark rims

Voice: Low, spoke intelligently; no

particular accent, possibly from Midwest section of U.S.

Characteristic: Heavy smoker of Raleigh filter

tip cigarettes

Wearing Apparel: Black suit; white shirt; narrow

black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes.

If you have any information which might lead to the identity of this individual, please contact the nearest FBI Office which would be found in the front of your telephone directory.

164-497 - 132 1 03 mg AIRTEL

AIRMAIL

TO:

DIRECTOR, FBI (164-2111)

FROM:

SAC, SEATTLE (164-81)(P).

SUBJECT: UNKNOWN SUBJECT; aka

Dan Cooper

Northwest Airlines

Flight 305

Portland to Seattle

11/24/71

CAA - HIJACKING; EXTORTION

00: Seattle

Re Seattle teletype to Bureau and San Francisco, 12/7/71; Seattle teletype to Bureau and Los Angeles, 12/8/71, and Bureau telephone call to Seattle, 12/8/71.

Enclosed for the Los Angeles and San Francisco Divisions are two copies each of Bureau approved write-up to accompany the artist's conception of the unknown subject's photograph with glasses and without glasses, to be published in "The Parachute," and "Skydiver" magazines.

Glossy photographs being furnished by the Bureau.

San Francisco, note change in color of suit and wearing apparel from that set forth in Seattle teletype to Bureau and San Francisco, dated December 7, 1971.

2 - Bureau
(2) - Los Angeles (Enc. 2)(164-497)
2 - San Francisco (Enc. 2)(164-220)
2 - Seattle
CRS:bfr
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LA 164-497	
PAGE TWO	
RECALLED	
AFTERNOON NOVEMBER TWENTY FOUR LAST, THE DAY BEFO	RE
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INSIIR ARMED AND DANGEROUS PENDING	

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NR Ø16 PD PLAIN 11:19 PM NITEL 12-13-71 AJW SAC, SEATTLE (164-81) TO: SAC, LOS ANGELES SAC, PORTLAND (164-41) FROM: **NORJAK** SUSPECT b7c ON TWELVE THIRTEEN SEYENTYONE. OREGON STATE POLICE OREGON ADVISED CONTACTED BY WHO STATED, THAT IS DEAD RINGER FOR UNSUB IN CAPTIONED MATTER. **b**6 DESCRIBED AS FIVE FEET TEN INCHES. ONE SIX ZERO b7C POUNDS, DARK HAIR, CONVENTIONAL CUT, RECEDING HAIR LINE, HIGH FOREHEAD, DARK EYES, SO CONVINCED OF LIKENESS THAT HE CALLED WHERE SUSPECT KNOWN TO BE EMPLOYED RECENTLY QUIT. . . ADVISED LOS ANGELES AT | WILL DETERMINE | AND DETERMINE IF IDENTICAL TO UNSUB. END FBI LA JCD ECHALIZED FILED CLR DEC 1 31971 WITH PD

DB Cooper 22913

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	Dite: 12/14/71
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**	TO: LOS ANGELES (264-497)
	FROM: SAN FRANCISCO (164-220)
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	CALIFORNIA. LOS ANGELES: DETERMINE SUSPECT'S WHEREABOUTS NOV THENTY FOUR - INFINITY FIVE, LAST, IN ORDER THAT HE MIGHT BE LOGICALLY FLIGHNATED AS SUSPECT. IN THIS WATTER. 164-497-
	CALIFORNIA. LOS ANGELES: DETERMINE SUSPECT'S WHEREABOUTS NOV THENTY FOUR - INFINITY FIVE, LAST, IN ORDER THAT HE MIGHT BE LOGICALLY ELIMINATED AS SUSPECT. IN THIS WATTER. 164-497- UNSUB ARMED AND DANGEROUS. FACSIMILE

ិDB Cooper 22916 ^{STIM}

NR SD PLAIN 10000 PM NITEL 12-14-71 DDC TO SEATTLE 164-81 SAN FRANCISCO 164-220 LOS ANGELES 164-497 PORTLAND 164-41 FROM SAN DIEGO 164-91 6P NORJAK b6 RE SUSPECT ъ7С ON DECEMBER FOURTEEN INSTANT, SAID HE IS ALMOST Ъ6 POSITIVE HE KNOWS THE NAME OF PERSON WHO HIJACKED INSTANT PLANE ON b7C b7D NOVEMBER TWENTYFOUR LAST. HE REQUESTED ANONYMITY AND THAT HE BE CONSIDERED FOR ANY REWARD MONEY THAT MIGHT BE OFFERED FOR IDENTIFICATION OF THE HIJACKER, BASED ON HIS INFORMATION. HE SAID ABOUT TWO WEEKS AGO, HE WAS ARTIST CONCEPTION OF THE HIJACKER AT ONE OF THE LOS ANGELES NEWSPAPERS AND **b**6 IT STRUCK HIM AS CLOSELY RESEMBLING A MAN HE KNOWS AS END PAGE ONE **b**6 ь7С SENIALIZED FILED DEC 1 4 1971

PAGE TWO	
BELIEVES	
HE SAID	
END PAGE TWO	

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PAGE THREE	
• •	
SAID	

END PAGE THREE

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D i	64-91											
PAGE	FIVE											
			SAID	HE	COULD	NOT	BE	MORE	DEFINITE	RE	THIS	
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PAGE SIX "

LOS ANGELES AND SAN FRANCISCO. DETERMINE FURTHER IDENTITY AND LOCATION OF ______ AND ATTEMPT TO

DETERMINE HIS WHEREABOUTS AT TIME OF HIJACKING.

PENDING

END

DAB FBI LOS ANGELES PLS HOLD

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FD-36	(Rev. 5-22-64)			4		· ·	ъ6
		•	FBI				ь7
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Via _	TELETYPI	U.	RGENT (Pric	ority)		 	
	то:	SAC, SEATTLE (16- SAC, KANSAS CITY SAC, PORTLAND /1 SAC, SACRAMENTO	4-81) 035 9			i	
	FROM:	SAC, LOS ANGELES)			
	RE RE	TAK. TANSAS CITY TELETY SUSPECT INFORMATION SEATT		CRAMENTO,	DECEMBER !	ren last.	b6 b7
				IS POSSI	BLY RESP	ONSIBLE	b6 b7
	FOR CAP	ONED CRIME. OPIN	ION BASED	ON ARTIST	S SKETCH	•	ъ7:
		WHEREABOUTS UNK	nown and				
	a 6 h hog				\$ 10	104-497-1	38
	164-497 crs/kah (1)		S E	- 426/p - 434/p	_	CP	b6 b7
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	,	ecial Agent in Charge		& U. S. GOVERNMENT	PRINTING APPICE	14000 CCC	CI ZZY

LA 164-497	
PAGE TWO	
DESCRIBED AS WHITE MALE AMERICAN, BORN	ь6 ь70
FIVE FEET NINE INCHES,	
ONE SIXTY EIGHT POUNDS, BROWN HAIR, EYES, COMPLEXION,	
FBI NUMBER NO RECENT PHOTO AVAIL-	
ABLE	
INVESTIGATION BY LOS ANGELES AT	b6 b70
CALIFORNIA, FAILS TO REVEAL ANY RECORD IDENTIFIABLE	
WITH NCIC NEGATIVE. NO RECORD IDENTIFIABLE LOS	
ANGELES INDICES OR DRIVERS LICENSE DIVISION, CALIFORNIA DEPARTMENT	
OF MOTOR VEHICLES.	
KANSAS CITY, AT KANSAS, CONDUCT ADDITIONAL	b6 b70
INVESTIGATION TO DEVELOP INFORMATION REGARDING RELATIVES AND	
ASSOCIATES POSSIBLY KNOWING WHEREABOUTS OF AND SET	
FORTH LEADS TO ESTABLISH WHEREABOUTS DURING PERTINENT PERIOD.	
SACRAMENTO, AT CALIFORNIA, REVIEW RECORDS	
CALIFORNIA CORRECTIONAL INSTITUTION, IN EFFORT TO	b6 b70
IDENTIFY AS FORMER INMATE AND DEVELOP LEADS TO LOCATE	2
AND ESTABLISH WHEREABOUTS.	
PORTLAND, AT PORTLAND, OREGON, CHECK CREDIT AND CRIMINAL	
RECORDS IN EFFORT TO ASCERTAIN WHEREABOUTS OF	b6 b70
ARMED AND DANGEROUS.	בייכ

FD-36	(Rev.	5-22-64)
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		I	Date: 12/14/71		
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LA 164-497	
PAGE THREE	_
AUSA, LOS ANGELES, DECLINED PROSECUTION OFIN	
VIEW OF	
NO DEROGATORY INFORMATION IN LOS ANGELES FILES CONCERNING	
PENDING.	

ARMED AND DANGEROUS.

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SPECIAL

TO: CHIFF CLERK				Date /a/	14/71	
Subject			· · · · · · · · · · · · · · · · · · ·	Social Security	y Account * b	
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Aliases						
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